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SAUCE
The Cold Meat
Specialist

Hongkong Daily Press.

ESTABLISHED 1867

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1919.
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HONGKONG DAILY PRESS, LTD.

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WEEK DAYS	Every 15 minutes
7.00 a.m. to 8.00 a.m.	10 "
8.00 " to 9.00 " "	15 "
9.30 " to 10.30 " "	15 "
11.30 " to 12.45 p.m.	15 "
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8.00 " to 9.00 p.m.	15 "
9.30 p.m. to 11.30 p.m.	Every 30 minutes
11.45 p.m.	
SATURDAYS.	
Extra Car—12.00 Midnight	
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7.30 a.m. to 10.30 a.m.	Every 15 minutes
10.30 " to 11.00 " "	15 "
11.30 " to 12.00 noon	15 "
12.00 noon to 1.00 p.m.	15 "
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8.30 " to 9.30 p.m.	15 "
9.30 p.m. to 11.30 p.m.	Every 30 minutes
11.45 p.m.	

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TIME-TABLE.
On and after THURSDAY, NOVEMBER 7th, 1918, until further Notice

DOWN TRAINS.

Stations	No. 1 Through Express a.m.	No. 2 Local a.m.	No. 3 Through Express p.m.	No. 4 Local p.m.
CANTON (Tol Shek Tau)	dep. 7.30	dep. 8.00	dep. 1.30	dep. 2.00
SHEK LUNG	arr. 8.45	arr. 9.15	arr. 2.45	arr. 3.15
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THEATRE ROYAL at 915 p.m.
TWO EXTRA CONCERTS
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 AND
NEXT TUESDAY,
 April 22nd,
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THE HOWITT PHILLIPS Co.

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MONDAY, APRIL 22ND.	HORACE ANNESLEY VACHELL'S GREAT PLAY "THE CASE OF LADY CAMBER."
TUESDAY, APRIL 23RD.	THE THRILLING CANADIAN DRAMA "TIGER'S CUB." TIGER'S CUB. DORIS PHILLIPS.
WEDNESDAY, APRIL 24TH.	STANLEY HOUGHTON'S BRILLIANT COMEDY "THE YOUNGER GENERATION."
THURSDAY, MAY 1ST.	WALTER HOWARD'S ROMANTIC DRAMA "THE STORY OF THE ROSARY."
FRIDAY, MAY 2ND.	THE SCREAMING LONDON FARCE "A LITTLE BIT OF FLUFF."
SATURDAY, MAY 3RD.	THE FAMOUS THREE-GENERATION PLAY "MILESTONES."
MONDAY, MAY 5TH.	BRIEUX'S GREAT WORK ON THE SOCIAL EVIL "DAMAGED GOODS" (FOR ADULTS ONLY).
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FINAL BALKAN CAMPAIGN.

BRITISH ARMY'S TASK.

VALOUR OF OUR INFANTRY.

A supplement to a recent *London Gazette* contains a despatch from General Sir George Milne, commanding the British army in Macedonia, dealing with the operations in the Balkan theatre from October, 1917, up to the conclusion of the armistice with Turkey at the end of October last. Our army's part in the final campaign, which brought about the complete overthrow of Bulgaria, is less spectacular than that of other Allied forces, was equally essential and decisive, and was carried through with the wonted heroism and self-sacrifice which the experience of the war has taught the world to expect from British soldiers. In the great attack our divisions were set a very heavy task. On the Lake Doiran heights they had to assault prepared positions whose great natural strength was supplemented by all the arts of military engineering, and they paid a heavy toll for their success. But they achieved the designed object—the pinning down of the enemy's reserves in the Vardar Valley while the Franco-Serbian Army swept forward through the breach made in this centre.

General Milne discloses the interesting fact that, after Bulgaria's surrender, an Allied army, under his command, was formed for an advance on Constantinople. This force was on the point of seizing Adrianople when the conclusion of the armistice with Turkey put an end to the operations.

During the greater part of the period covered by the despatch the British force was responsible for the whole of the eastern sector of the front from the mouth of the Struma river to the Vardar Valley, a line of about 100 miles. The strength of the army had already been reduced by the transfer to another theatre of two divisions and two cavalry brigades, and in the early part of the summer a fourth of the remaining infantry was transferred to France. The deficiency was made good by drawing upon the Greek forces. Up to the opening of the final offensive only minor operations were undertaken, consisting of raids on the enemy's positions. It was during June that the first indications of a lowering in morale of the Bulgarian army became noticeable. The number of deserters largely increased, and from their statements it appeared that the Bulgarian Higher Command was meditating an attack on a large scale on the British front from the sea to Lake Doiran. Later information showed that certain enemy units were, however, in a state bordering on mutiny and refused to obey orders.

THE GREAT ATTACK.
 Towards the end of July General Milne received instructions from General Franchet d'Espèrey—who in the previous month had succeeded General Guillaumat in the chief command—to prepare for a general offensive, timed to take place during the first fortnight of September. In this the British troops—provided the Allies on the front held by the Serbian Army succeeded in piercing the enemy's centre—were to attack and take the heights to the west and north-east of Lake Doiran. The three British divisions in this sector were reinforced by two divisions of the Corps of National Defence of the Hellenic Army, a regiment of Hellenic cavalry, and a group of Hellenic heavy artillery. It was clear that the enemy suspected an impending attack, but did not know where the blow was to fall. His reserves were reported to be in the Vardar Valley. To prevent their withdrawal, and to deceive him as to the sector chosen for the main Allied attack, operations were begun on the afternoon of September 1st, after heavy artillery preparation, against the rocky and strongly fortified salient north of Alak Mahale, on the right bank of the Vardar. The troops engaged were the 2nd Battalion Gloucestershire Regiment and the 10th Battalion Hampshire Regiment, of the 27th Division. The undertaking proved an entire success.

On the morning of September 14th the general attack began all along the eighty-mile front from Lake Doiran to Monastir. The Franco-Serbian troops, under the command of Vukobratovich, stormed the Bulgarian trenches on the mountain heights from Sokol to Vetronik. Before noon the enemy's first and second line were in the possession of Allied troops. This initial victory forced a withdrawal on the flanks. The gap of twelve kilometres was enlarged to one of 25 kilometres. The way was opened for advance to the heights of Kozjak. The success on which an assault on the Doiran sector was conditional had been attained, and General Milne was ordered to attack on the morning of September 18th.

The effective strength of the British troops at this most trying period of the year in Macedonia had, owing to climatic disease and a sudden and severe epidemic of influenza, fallen below one-half of the normal establishment. The Allied Commander-in-Chief, therefore, further reinforced the Army by a regiment of French infantry. The whole of the composite force of British, Hellenic, and French was entrusted to the command of Lieut. General Sir H. F. M. Wilson, K.C.B., K.C.M.G. Simultaneously with the main attack, a secondary and surprise attack

was to be made round the east and north-east sides of the lake against the Bulgarian trenches on the slopes of the Beles range. If successful, the action would turn the Doiran-Vardar front on its left, and in any case would prevent reinforcements moving to the west. The sector was placed under the orders of Lieut. General C. J. Briggs, K.C.B., K.C.M.G.

The Bulgarian front between Lake Doiran and the Vardar was one of exceptional strength, dominated by the "P" Ridge and Grand Couronne. The former, from a height of over 2,000ft., sloped southward towards the British lines, overlooking the whole country south to Salonika. The enemy had taken full advantage of his ground. He was strongly entrenched in three successive lines, with communication trenches deeply cut into the rock, and roomy, well-timbered dug-outs, with concrete machine-gun emplacements, and, on the crest between "P" Ridge and Grand Couronne, with concrete gun-pits. It was the key position of the Vardar-Doiran defences, and he held it with his best troops.

BATTALION'S TWENTY SURVIVORS.

On the morning of September 18th the two regiments of the Hellenic Division on the right stormed the enemy position up to the neighbourhood of Doiran Hill, and took a large number of prisoners. On the left the 66th Infantry Brigade, which had been detailed to lead the attack on the "P" Ridge, advanced with consummate self-sacrifice and gallantry. Here the enemy had established three strong lines of defence, teeming with concrete machine-gun emplacements, from which they could sweep and enfilade the whole front. After severe fighting the 12th Battalion, Cheshire Regiment, and the 9th Battalion, South Lancashire Regiment, supported by the 8th Battalion, King's Shropshire Light Infantry, succeeded in reaching the third line of trenches.

At this point they came under devastating machine-gun fire and unable to make further progress, were eventually compelled to fall back to their original position. In their heroic attempt they had lost about 85 per cent. of their strength, including Lieut. Colonel the Hon. A. R. Clegg Hill, D.S.O., and Lieut. Colonel B. F. Bishop, M.C., who fell at the head of their battalions. In the centre, Hellenic and Welsh troops together assaulted the network of hills and trenches between the "P" Ridge and Grand Couronne and penetrated to a depth of about one mile. Severe loss was inflicted on the enemy, who offered a desperate resistance, supported by a heavy machine-gun fire from immensely strong emplacements blasted in the solid rock. In spite of this the lower slopes of Grand Couronne were reached. But the lack of success on the "P" Ridge made it impossible to retain the ground so hardily won, and the battalions gradually fell back to their former lines, the last to leave being the survivors of the 7th Battalion, South Wales Borderers—nineteen unwounded men and one wounded officer.

Apart from the prospect of a local advance it was essential to the progress of the Serbian Army that none of the enemy reserves which had been attracted to the Doiran-Vardar front should be diverted elsewhere. General Milne, therefore, gave orders that all the ground won should be held, and that the attack west of the lake should be renewed next morning with all available troops. Accordingly, at five a.m., Greek and Scottish troops moved forward against the enemy's positions on the lower slopes of Grand Couronne. Again, in spite of the intense machine-gun fire, they succeeded in reaching their objective at many points. Several of the intermediate woods were captured and held against determined counter-attacks. Unfortunately, on the left the Allied troops at their position of assembly had come under heavy barrage, and could make no further progress. In spite of this the 66th Infantry Brigade, which had moved up rapidly during the night from an influenza observation camp, twice gallantly tried alone to capture the "P" Ridge, but were driven back by overwhelming fire from the enemy's machine-guns. The effect was that the troops in the centre found their left flank exposed. Their right was also threatened, and they were compelled to fall back, stubbornly fighting the whole way. The 12th Battalion, Argyll and Sutherland Highlanders, the 8th Battalion, Royal Scots Fusiliers, and the 11th Battalion, Scottish Rifles, covered the retirement in spite of severe casualties, including loss of all their commanding officers, killed or wounded.

BULGARIANS' HEAVY LOSSES.
 At midday on the 19th, therefore, General Milne decided to hold and consolidate the ground won. This included Petit Couronne, Teton Hill, and Doiran town. "P" Ridge and Grand Couronne had not been taken, but the enemy was sorely shaken. He had suffered very heavy casualties, losing over 1,200 in prisoners alone. What was even more important, the whole of his reserves which might have been employed effectively elsewhere had been pinned down to this front, and had suffered so severely that they were now ineffective.

The results of these stubbornly-contested operations were to be seen in the next few days. By the morning of the 21st the Franco-Serbian Army had reached

the Gradista-Bosava-Dracoville line and the heights of Porca dominating the Vardar, thus turning the flank of the enemy and cutting his communications down the Vardar Valley. By noon it was plain that a hurried retirement on the Doiran front had begun. The depôts at Hudova, Cestova, and other places behind the lines were observed to be in flames, and numerous explosions showed that ammunition depôts were being everywhere blown up. The observers of the Royal Air Force reported that the Kosturino Pass on the Strumica road, the only good line of retreat now open to the enemy, was blocked by masses of men and transport moving northwards. The pilots of the Royal Air Force, flying low, took full advantage of this opportunity. They bombed the Bulgarian columns and shot down men and animals with their machine-guns, causing heavy casualties and a confusion that bordered on panic. During the evening patrols reported that the advanced trenches of the enemy were empty. Before dawn on the 22nd the whole of the army was on the move. Close touch was kept with the hostile rearguards, which, well supplied with mountain and machine-guns, did all they could to delay our pursuit.

The first of the Allies to enter Bulgaria was the Derbyshire Yeomanry, early on the morning of September 25th. These were the leading troops of the 16th Corps, under Lieut. General C. J. Briggs. Simultaneously the 22nd Division from the west and the Cretan Division from the east of Lake Doiran began to climb the steep slopes of the Belasica Range on the north of the lake. During the night, French, Hellenic, and British troops stormed and captured the towering summit of the Belasica. This range is over 4,000ft. above the lake; the ascents are severe, there are practically no paths, and communication was necessarily most irregular. In this operation the 8th Battalion, South Wales Borderers, under Lieut. Colonel R. C. Dobbs, D.S.O., specially distinguished themselves by capturing thirty guns, large quantities of ammunition, and three hospitals. Many of our wounded prisoners had been recovered, and considerable quantities of guns, motor-cars, and stores had been found abandoned all along the line of retreat, and in the mountains. When the armistice was concluded only fifteen miles separated the advanced British troops from the Rapol Pass and the lines of communication of the Bulgarian army in the Struma Valley.

TRIBUTE TO OFFICERS AND MEN.

Orders were now received to the effect that the British Army should move by Petric and Radomir through Bulgaria to the Danube, in the vicinity of Vidin, in order to co-operate with the French and Serbian armies in their operations against Austria-Hungary. This advance had begun when, on October 10th, General Milne received instructions to assume the command of the Allied troops operating against Turkey in Europe and to transfer the Army under his command to that theatre of operations. In spite of the fact that the railway had been totally destroyed between Doiran and Serres, and that practically no roads exist in Eastern Macedonia, on the night of October 30th-31st, when news was received of the conclusion of an armistice with Turkey, two British divisions and one French division were ready on the River Maritza to seize the northern bridges and to occupy the town of Adrianople, the bridge at Iusala was in our possession, while in rear the 1st Hellenic Corps was echeloned between Kavala and Drama, ready to take part in the general advance on Constantinople. This rapid move of about 250 miles, including the re-basing of the troops on the small ports in the Aegean Sea, reflects (says the despatch) the greatest credit on the staff and administrative services, but it would have been impossible of achievement without the hearty co-operation of the Royal Navy in clearing the mine-swept areas and ports and in assisting in the transfer of troops and stores.

General Milne adds: "I cannot speak too highly of the spirit and determination shown by all ranks during this short but arduous campaign. Malaria and influenza had taken a heavy toll, both in strength and in numbers, but rather than miss the opportunity for which they had waited three years, officers and men remained in the ranks, till often they dropped from sheer exhaustion. The calls made on the infantry have been specially severe, but whether in the attacks on the almost impregnable positions between Doiran and the Vardar, in the operations in the unhealthy Struma Valley, or in surmounting the heights of the Belasica Mountains, they have invariably met with the same ready response."

General Milne concludes: "I cannot close this report without expressing my high appreciation of the splendid spirit and devotion to the service of their country shown by all ranks of this Army, the majority of whom will return to their homes with constitutions shattered by a prolonged stay in this malarious and inhospitable country."

AUCTIONS

A. G. DA ROCHA,
 AUCTIONEER, SURVEYOR AND
 GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

FAVOUR with instructions from The Concerned, will sell by Public Auction, on SATURDAY, April 19th, at 10.30 A.M., at his Sales Room,

A QUANTITY OF
 MISCELLANEOUS GOODS,
 Shoes, Raincoats, Socks, Collars, Type-writers, Perfumes, Soaps, Post Card Cameras and Sundries, also a Quantity of Fine Engraving Pictures.
 Terms—Cash on Delivery.
 Hongkong, April 16th, 1919.

A. G. DA ROCHA,
 AUCTIONEER SURVEYOR AND
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Queen's Road Central, Telephone No. 2932.

FAVOUR with instructions from The Concerned, will sell by Public Auction on TUESDAY, April 22nd, 1919, at 2.15 P.M., at his Sales Room,

SUNDRY HOUSEHOLD FURNITURE AND EFFECTS,
 Drawing Room Suite, Iron Bedsteads, Dining Tables, Chairs, Sideboard, Ice Chests, Couch, Wardrobes, Curtains, Knives, Forks, Spoons, Pictures, Ornaments, Crockery and Glassware and Sundries.
 Terms—Cash on Delivery.
 Hongkong, April 16th, 1919. (284)

PUBLIC AUCTION.

The Undersigned have received instructions from THE CHINESE GOVERNMENT SALT REVENUE DEPARTMENT to sell by Public Auction,

On FRIDAY,
 April 26th, at 12 Noon, at Yau-nati, Break Water,

The Steam Vessel
HULL—KUNG CHING
 Hull—Teakwood.
 Length—125 feet.
 Beam—18 feet.
 Draft—8 feet 6 inches.
 ENGINES—Two sets of compound surface condensing engines, with cylinders 11½ in. by 21 in. by 14 in. stroke. Separate condensers.
 BOILER—One cylindrical, multibore, marine type boiler. Length 10 feet 6 inches. Diameter 10 feet 0 inch.
 Working pressure 130 lbs. per square inch. Inspecting orders and further particulars may be had from the undersigned.
 A launch will leave Blake Pier at 11.30 A.M. on day of sale to convey intending purchasers.
 Terms—Cash.
 HUGHES & HOUGH,
 Auctioneers.
 Hongkong, April 12th, 1919. (288)

TO BE SOLD.

PURSUANT to an ORDER OF THE SUPREME COURT OF HONGKONG dated the 7th day of March, 1919, made in an Action in the matter of the Estate of HO TSUN SAN alias HO SHU TONG alias HO SAN CHUNG alias HO A SEK alias HO A SEK alias HO A SEK deceased.

By
 Mr. GEORGE P. LAMBERT,
 at his Auction Rooms in Duddell Street,

on
WEDNESDAY,
 the 30th day of APRIL, 1919,
 at 3 o'clock in the Afternoon,
 IN TWENTY LOTS,
 THE VALUABLE LEASEHOLD PROPERTY

situate and being Nos. 49 and 51, Hollywood Road standing on Inland Lot No. 200, Nos. 402 and 403, Queen's Road West, Nos. 2 and 7, San To Lane all standing on the Remaining Portion of Section F of Inland Lot No. 800, Nos. 51, 52, 137 and 138, Second Street, standing on the Remaining Portion of Inland Lot No. 769 and Section G and the Remaining Portion of Inland Lot No. 800, Nos. 27, 31, 32, 33, 34, and 41, Centre Street, standing on the Remaining Portion of Inland Lot No. 768, Nos. 28, 29 and 32, First Street, standing on the Remaining Portion of Inland Lot No. 769 and the Remaining Portion of Inland Lot No. 553, No. 43, Graham Street, standing on the Remaining Portion of Inland Lot No. 198, No. 30, Pool Street, and No. 23, Gage Street, being respectively Section E and Section C of Inland Lot No. 127, Victoria, Hongkong.

Lot 1 consists of the two semi-European Houses, Nos. 49 and 51, Hollywood Road, held under a Crown Lease having 933 years to run.

Lot 2 comprises Nos. 402, Queen's Road West and No. 7, San To Lane.

Lot 3 comprises No. 403, Queen's Road West.

Lot 4 comprises No. 5, San To Lane.

Lots 5 and 6 are Nos. 137 and 138, Second Street.

Lots 2, 3, 4, 5 and 6 are all held for a term of 999 years of which 943 years are unexpired.

Lots 7 to 12 inclusive are Nos. 27, 31, 32, 33, 34, and 41, Centre Street, one house for each lot. All are held under a Crown Lease having 943 years unexpired.

Lots 13, 14 and 15 comprise Nos. 51 and 52, Second Street and 52, First Street. These lots also have an unexpired term of 912 years.

Lots 16 and 17 are Nos. 28 and 29, First Street, held under a Crown Lease with 933 years unexpired.

Lot 18 is No. 43, Graham Street. This lot has 934 years to run.

Lots 19 and 20 are Nos. 30, Pool Street, and No. 23, Gage Street. They are both held under a Crown Lease having an unexpired term of 930 years. All the above houses except lot 1 are Chinese houses.

Particulars and Conditions of Sale may be obtained from, and sale plans of the property may be inspected at, the offices of—
 Mr. E. L. AGASSIZ,
 24, Queen's Road Central,
 and
 Mr. GEORGE P. LAMBERT,
 The Auctioneer.
 (314)

WISEMAN, LTD.**DINNER DANCE**on
Easter Monday, April 21st.

D. M. GOODALL.

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for the Summer months where no
moths or vermin can attack them.For particulars as to packing
and rates apply to—**THE DAIRY FARM ICE &
COLD STORAGE CO., LTD.**

(62)

The Nerves and Digestion.

Have you ever noticed that when you are worried or under some special mental strain your digestion becomes upset? Anxiety quickly causes loss of nerve-tones throughout the system. Now the nervous and digestive systems are very intimately related, and the one cannot become affected without the other becoming upset. "Bad nerves" spell bad digestion. Similarly bad digestion causes loss of nervous energy. Restore good digestion by stimulating the digestive organs, on food you depend for nourishment from food, into healthy activity, and robust health with full nerve energy will follow. To ensure this take Mother Seigel's Syrup after meals. Its tonic and corrective influence on stomach, liver, and bowels gives it an easy first place among all digestive remedies. Hosts of people by personal test have proved its results to be excellent. Similarly, you can benefit too.

Between two and three years back I fell a victim to indigestion. At first I simply felt a little out of sorts, and noticed a falling off of appetite, followed by an uncomfortable feeling at the stomach after meals, and a lack of energy and interest in my work and affairs. I thought it to be just a temporary indisposition which would soon pass off, but in this I was sadly mistaken, for I got worse and worse with each successive week, until I became very ill indeed, and suffered cruelly from pains which would begin in the stomach gradually extend to the back, sides, and chest, until I felt at times just as if I were being crushed. I suffered in the manner described for fully six months, and needless to say was greatly reduced and weakened in constitution, and depressed in spirits. I was persuaded by a friend to try a few doses of the Mother Seigel's Syrup. It brought me such comfort and relief that I obtained a bottle which wrought a really wonderful improvement in my condition. A second bottle of Seigel's Syrup completed the good work of the first, and cured me so perfectly that I have not known a single symptom of indigestion during the past year and eleven months. This is my reason for classing Mother Seigel's Syrup amongst the Very Best of Real Good Things.—Mr. W. Shanessy, 301, George Street, Brisbane.—April 7th, 1919.

(38)

**TELEGRAPHIC DELAYS.
CAUSE AND REMEDY.**

Telegraphic communication has been in a very unsatisfactory condition from the outbreak of the war. During the period of hostilities the public bore it in a spirit of patriotism. Inland telegrams arrived long after the persons who sent them from distant places. Large numbers were not put on the wires, but were despatched by rail, causing great inconvenience to the public in private and commercial life. Stories of the post beating the telegraph service were numerous, and what was true of the inland service applied also to communications to and from all parts of the world. Newspapers suffered with the public, and it was all borne with remarkable forbearance. When the fighting ceased improvements were expected, but hope have been shattered, and the public wants to know the reason.

Seeking information in official quarters, a representative of *The Daily Telegraph* at the end of February was assured that the situation was showing some improvement. With regard to the inland service, during the war the telegraph system was much depleted. Every effort was made to fill the gaps in the ranks by employing inexperienced people, including many women, pensioners, and, in fact, anyone available. The inexperienced hands were by no means satisfactory substitutes for the expert telegraphists and workmen who had been taken for the Royal Engineers and who were absolutely essential for Army purposes.

Nothing but what was absolutely imperative was done to the plant during the war, and the whole of it was not maintained at the proper standard. Especial care was taken to the wires. This is now brought home by every storm, each one finding the weak points and bringing about a hold-up that would not have occurred at a time when the plant was in a normal condition. Depletion of staff prevented prompt attention to breakdowns. This means that there are more stoppages and they last longer.

Statistics show that there is an increase of telegraphic work, more than ever before in the history of the Post Office, notwithstanding a fall in Press work and public work. The increase is entirely due to the enormous number of Government messages, all of which, no matter how unimportant, have priority. A Government official was wired to overnight to proceed to a distant northern town the following day, the telegram giving full instructions. At the London terminus, when presenting his warrant, he was given a telegram directing him to a southern town, the telegram detailing full instructions. On arrival at the southern town he was met by the station-master with another telegram requesting his immediate return to London. Press telegrams when presenting his warrant, he was given a telegram directing him to a southern town, the telegram detailing full instructions. On arrival at the southern town he was met by the station-master with another telegram requesting his immediate return to London.

DEMOLITION DIFFICULTIES. Sometimes the Government messages are sent in large batches, and everything else is at once placed on one side. To make the difficulty more serious, there came the influenza epidemic. Over 10 per cent. of the Central Telegraph Office staff were absent in consequence.

Every effort is being made to reconstruct the staff, and a long step would be made towards a remedy if demobilisation could be hurried. No fewer than 1,200 men went from one office and only 50 have returned. That is fairly typical of the whole Post Office service. The War Office still requires the men in connection with communications. Another step towards solving the problem would be for the Government to reduce the number of messages. The Postmaster-General has made representations to the authorities on this section of the trouble, and improvement is now being manifested. To restore the pre-war service the Government must curtail the use of the wires and more men must be demobilised. Turning to cables, the most serious delays are probably in communications with Holland, and it has been suggested that wireless stations should be installed. The cables are jointly owned, and the Dutch Government would have to be consulted before any competing system could be brought into operation. There are three cables, each one taking four wires. One cable is interrupted, and only four of the twelve wires are working, two of them not at full capacity owing to faulty condition. The two wires provide eight channels. A cable ship is just off on repair work. During the war repairs were impossible, and the work is still dangerous in consequence of stray mines.

As regards France, delays are not so much due to interruption as to the number of wires allocated to special services; in other words, to the Government in connection with the Peace Conference. Others are solely used for military purposes, and some are reserved for the French Government. Little facility is left for the public. Interruptions to land lines are greater in France than in this country.

There are serious delays as regards distant parts of the Empire and the Far East and Canada. Delays on the Canadian cables have been eased by a reduction of Government traffic. Four routes are still interrupted, all starting from this country. The late spring, summer, and early autumn are the seasons for cable repairing, such work having been regarded as impossible during the winter; but an Atlantic cable has been repaired during the past few weeks, although it was 2,000 fathoms down.

There has been great pressure, and consequent delay, on available cables owing to war conditions preventing the use of that across the North Sea, then overland by way of Petrograd and Vladivostok, to China and Japan, and another by way of Enderb, across Germany, Warsaw, Odessa, along the Black Sea, Teheran, across Persia, to Karachi, for Indian messages. These were important auxiliary lines, and the whole of the traffic that used to pass over them had to be diverted to the Eastern and associated lines, which already showed an increase.

(Continued at foot of next column.)

**FIRST PASSENGER
AEROPLANE.**

"SAFETY FIRST" IN THE AIR.

The first specially-fitted passenger carrying aeroplane to be placed on exhibition in this country since the transition from war to peace attracted thousands of spectators to Selfridge's on March 3rd. Strictly speaking, it is the fuselage only which is on show. Even Messrs. Selfridge's spacious premises have too great a claim upon floor-space to accommodate a machine with a wing spread of 100ft. The fuselage is the body of the aeroplane. In it the crew, passengers, and other loads are carried; and for this reason it is the most interesting feature of the machine for intending passengers. Everyone more or less familiar with flying knows the remarkable success of the Handley Page machines for fighting and flying during the war. The machine on view in Oxford-street was in fact a fighting machine, and for bombing the Rhine river. It is one of many which are now being transformed from the necessities of war to the practical uses of commercial flying. The pilot's seat and his "joy-stick," as he has termed it, may be compared to the upholstering and steering-gear of a first class motor-car. The air-mechanic, or assistant pilot, is provided with a seat at his side, and in the cockpit immediately in front of the pilot is a seat for a single outside, greatly favoured passenger, rather lower than the pilot's so as not to obstruct his view. The passengers' station is a single compartment extending the full width and about one-third the length of the fuselage. It has a depth of about 6ft. 6in. from floor to ceiling. Accommodation is provided for seventeen passengers in luxurious arm-chairs placed on either side of the fuselage, from which, in the air, they will be able to obtain a splendid view of land and sea. Pleading "appointments" and lighting effects on the cream-coloured sides also attract favourable notice. Complete with wings, under-carriage, and tail, the new Handley-Page passenger aeroplane has the following dimensions:

Length from nose to tail, 62ft. 6in.
Span from tip to tip of wings, 100ft.
Height from ground to top of kingpost, 23ft.

Weight fully loaded, about 6½ tons.
Rolls-Royce engines of 360 h.p. each, either of which is capable alone of maintaining flight.

Propellers, 11ft. in diameter, are driven at about 1,100 revolutions per minute. Speed of 100 miles an hour, but, to meet all conditions of flying, 75 miles per hour normal.

Presiding at a luncheon which he gave at Princes Restaurant following the inspection, Mr. Handley-Page pointed out that the machine was capable of carrying twenty passengers. The principal aim of the new company he had formed for commercial aviation, however, was, as on the ground, "Safety First." No thing would be sacrificed to safety. It was interesting, as noting the "life" of an aeroplane, that the one now was the fifteenth machine built by Handley-Page, Ltd., at Cricklewood. The Handley-Page machines had already flown not only to France and Italy, but to Khar-toum, Bombay, and Calcutta. Soon they expected them to link up the Mother Country and the Dominions by flying Australia. There were no other machines constructed which had performed these journeys, or anything like them. The Handley-Page Transport Co. would be at the service of anyone at any time for anything they wished to have transported. He particularly laid stress upon the fact that these were serial motor passenger omnibuses, or lorries, and not aerial racing cars. Their aim was the maximum amount of freightage, compatible with safety, and the minimum amount of running cost. No difficulty would be experienced in booking seats for the planes or arranging freightage. All passenger, ticket, and freight bookings agencies would be prepared to make arrangements on behalf of the public at no distant date. When would they be able to commence actual commercial operations? Just as soon as the Air Convention, now occupying the attention of the Allied Governments, was signed. They had a large number of machines, transformed for passengers and freight available. The pilots included flying officers who had gained distinction in the war, and whose experience and skill was of the highest order; and a gentleman, who until recently was the general European agent of the National Railways of Mexico, had been appointed the first aerial manager.

of 150 per cent. in the countries originally served by them. Two Eastern cables from this country are interrupted in deep water, and two repair ships are at work. Another cable starting from this country was broken on the 18th instant. The crusade by the Post Office against the lavish use of cables by the Government is meeting with success, a decrease being recorded.

Censoring of messages and the ban on private codes is causing delay. Great saving in time will be brought about by the abolition of censoring and the permission to return to codes. Cable repair at this season is very difficult, but four repair ships are now at work in the Bay of Biscay, and strenuous attempts are being made to restore pre-war services, including the use of all available auxiliary lines, and the question of further use of other machine under consideration. As an example of the difficulties to be faced there is a cable broken somewhere in the neighbourhood of Midway Island, about halfway across the Pacific.

The need of repairs to land and water lines is a leading factor in the existing condition, shortage of staff (to be partly remedied by hastening demobilisation) is another, and economy in the use of lines by the Government is a third. In connection with each progress is being made.

**SCIENTIFIC RESEARCH.
GOVERNMENT ORGANISATION.**

The Marquis of Crewe presided at the Society of Arts on February 12th, at a lecture delivered by Sir Frank Heath, secretary of the Department of Scientific and Industrial Research, on "The Government and the Organisation of Scientific Research."

In the course of his lecture, Sir Frank Heath said the problem which the Government set itself was the encouragement and organisation of scientific research by direct State action. It appointed an Advisory Council for Scientific and Industrial Research, which would initiate proposals of its own. The novel feature about this council was the delegation of the responsibility for thinking out a policy to a permanent body of experts who were not Civil servants, and making this expert body an integral part of the machine by giving them the services of the permanent staff of the department, and keeping them continually informed of every departmental procedure. The intention of the Government by the Order in Council of July 28th, 1915, was to delegate to the independent experts the duty of devising the methods by which scientific and industrial research should be encouraged and developed, and the Advisory Council had carried this principle through in all the proposals which they had made. The Government were convinced that action was needed in a number of directions which had hitherto been neglected in establishing new or developing existing institutions; for the scientific study of problems affecting particular industries, and trades, and, finally, it was clear that the number of trained research workers in the country was inadequate to our needs. The large plans advocated by the Advisory Council for the extension of research work would increase the demand for trained workers. The Government had already done something to help the young men and women in the universities and technical colleges who had acquired enough knowledge to begin research, or who had shown capacity for original investigation. A sum of £10,000 was spent in this direction in 1918, and now that men were returning in large numbers from the fighting services to the colleges and universities it was anticipated that over £20,000 could usefully be expended on this service during the next academic year.

INFORMATION CLEARING HOUSE.

Dealing with the organisation of industrial research, the lecturer said the Advisory Council recognised that many of our industries were making less use of the opportunities than was desirable, or, indeed, necessary, if they were to survive, and they instituted a scheme for co-operative research associations. These were limited liability companies, working without profit, and with a nominal guarantee from their members in place of shares. The Department acted as a clearing-house of information for the associations. The Advisory Council laid stress upon the representation of science as well as capital and management on the board of directors, and they thought it desirable that there should be some representation, if possible, of skilled labour. The scheme also contemplated the establishment of a national association for the United Kingdom. There were four associations already at work, fifteen more were just coming into existence, and another eleven were in earlier stages of formation. The Council had been urged many times to establish or aid in instituting a great central bureau of scientific and technical knowledge, but after careful examination of the proposal it had been decisively rejected. The Department was constructing a confidential register of research workers, and now that the war services were being curtailed, was also making an inventory of scientific apparatus and machinery of which the Government was anxious to dispose.

The Marquis of Crewe said that so far as he knew, Great Britain was the only country in which a Government Department of Research existed. In the United States of America, which had gone far ahead in scientific research, the National Council of Research was a powerful voluntary body entirely unsupported by public funds, placed in semi-official relations with the Government by the share that it took as scientific adviser to the Council of National Defence, and in no sense a public department. As he was one of the people who was fortunate enough to be associated with the origin of this department, it had been a great pleasure for him to preside at that meeting, and he noticed that Lord Gainford, who was also concerned with it in the early stages of the department, was present. It was only right to say that the original conception of such a department came from the Board of Education, but it was quite clear when it came into being that it could not be a department of that Board. Its scope was far too wide, and he was sure that the great industrial figures who played so large a part in its operations would have regarded with suspicion its too close attachment to the Board of Education. That being so, it was undoubtedly right to start it as an independent public department under the Privy Council. Now that years had passed and many new departments had been started, they must congratulate themselves that this vastly important body had managed to get on without the appointment of a separate Minister or a separate department attached to it.

Sir T. Thomson, who led an interesting discussion which followed, said the universities were in a desperate state. Many of them were endowed institutions, and their income was now halved. They could not carry on under present conditions. They could not look to increased fees to meet the necessities of the time, and yet the indications were that the universities would be more popular after the war than before.

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ALL PERSONS with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily, at the PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce Passports or identification papers.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916.

Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

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WRECK OF S.S. "QUANTICO"
NOW lying on Tablas Island. Bids for this vessel as the hull will be recovered at this Office up to April 30th, 1919. The right is reserved to reject any or all tenders, or to sell the wreck before the above date.

MAULEOD & CO., Inc., Manila, P.I. Correspondents.
Board of Underwriters of New York. March 31st, 1919. [590]

PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

PEKING, April 18th.

PEACE PROSPECTS.

So far as the capital is concerned, politics have been dull and uninteresting. What is happening in Shanghai is, of course, another story. Shelves of telegrams are being received by the peace delegates there from Peking and Shensi, and are responsible for the rise and fall of the peace barometer, which at the moment of writing seems to indicate that the period of stormy and unsettled conditions will be succeeded by "fair." Though the conference has not officially resumed, informal sessions have taken place which prelude the early re-opening of the peace deliberations. It is to be hoped these prognostications will not be falsified by some untoward happening in Shensi or in Fukien, for in the latter province, according to the Tschun's reports, the Southerners are not confining themselves to their original lines of joy or mourning.

Yesterday was observed as a holiday by the public offices in Peking in commemoration of the opening of Parliament. Whether the occasion was one for joy or mourning is doubtful.

THE "TU QUOQUE" ARGUMENT.

Japanese organs in the north have not been slow to bracket Egypt and Korea, suggesting that British administration in the former is just as unpalatable to the Egyptians as is Japanese rule over the Koreans. Reuter's agency has taken up the challenge and effectively shown that the cases are not parallel. The "tu quoque" argument is also being applied in respect of a reported transaction between the American firm of Anderson, Meyer & Co., by which arms were to be supplied Mr. Obata, the Japanese Minister, has addressed an inquiry to the American Minister on the subject. Such a transaction is contrary to the policy which her allies recently succeeded in inducing Japan to adopt with regard to China in order to bring the civil war to an end, and Japan, having taken the beam out of its own eye, is ready to remove the mote which it discovers in the American eye. In Tokyo too, there is the same feeling of disappointment with regard to the behaviour of the Allies for Japan, having decided not to make any further loans to China, until peace has been arranged, is perturbed to find that foreign banks in Peking are lending small sums to the Government for various purposes. Japan is feeling very isolated and very righteous.

AGREEMENTS PUBLISHED.

Two agreements were published this afternoon. One was the text of the Tsi-Shun and Kao-Hsu Railway loan preliminary agreements. It will be remembered an agreement was signed in September last whereby Japanese received the privilege of building railways from Kaomi, in Shanghai, to Hsuechow, in Kiangsu, and from Tsinanfu, in Shantung, to Shantung, in Chihli. Under its terms an advance of twenty million yen was made to the Chinese Government. The second agreement was the War Participation Loan which, by a wis, indiscretion, was published three weeks ago. It is understood that the disclosure of other agreements is contemplated.

PRESIDENT AND MIKADO.

This morning Mr. Obata had an audience with the President, to whom he conveyed an autograph letter from the Emperor of Japan written in acknowledgment of a like compliment paid by Hau Shih-chang some time before. A photo of His Imperial Majesty accompanied the document.

CHINA'S LITERARY PRESIDENT.

Comment has been made before upon the likeness of the Presidents of China and the United States. Both are scholars, and both are working for peace. Hau Shih-chang, though kept very busy in his exalted office, apparently finds time to indulge his literary inclinations. He has just got together a number of other distinguished Chinese scholars, who meet at the Palace and write poems, and essays. It is interesting that this should happen at a time when fierce discussions are raging in the University between the advocates of the old and the modern literary styles.

INTERNATIONAL ANTI-OPIMUM ASSOCIATION.

This newly organized association, which aims at international legislation to restrict the cultivation of opium strictly to medicinal requirements, has been honoured by an intimation from President Hau of his willingness to become patron. It is hoped to induce the heads of other nations interested in this movement to follow his example.

A SENSATIONAL CANARD.

Although yesterday was a Chinese holiday Chinese circles were agog with excitement caused by a rumour that strained relations had occurred between America and Japan. The particular incident, which gave rise to the sensational belief cannot be ascertained, but it is understood to be related to some alteration in the shipping schedule between Japan and the United States. Nobody else understood anything of the rumour except Chinese. I give the story not because I believe it but because of the interest which it aroused.

(Continued at foot of next column.)

THE KOREAN SITUATION.

AMERICAN MISSIONARIES
ARRESTED BY JAPANESE.

[FROM OUR OWN CORRESPONDENT.]

PEKING, April 18th.

Very little news has been allowed to pass out of the capital of Korea since April 1st but brief telegrams have indicated that conditions are as serious. A Korean who has just come from there, said that many dead bodies were lying in the streets when he left at the end of March, and conditions were awful.

The Korean Daily News from April 1st to 4th has not been allowed to come through. The issues of the 5th and 6th have come and give the following news items, very briefly:—In the city, on April 1st, between four and five thousand Koreans gathered in the big street crying out "Man Sei." The soldiers fired on the crowd at once, killing over 60, over 70 being severely wounded, and others being arrested.

The paper gives reports from about 30 country towns of continued demonstrations. At Tai Ku, where there is a large mission station (American), at 3 p.m. on April 3rd, a large crowd of Korean children started out carrying paper flags and crying for Korean Independence. Some 10 or 20 of the children were arrested and punished.

At Ham Hung a big haul was made, 500 being arrested. The killed and wounded were not reported.

At Pyeng Yang, all Christian schools are closed now, teachers and scholars having disappeared—whether killed, arrested, or whether they have run away it is not known.

There have been many more fires in Seoul, but the Authorities do not state the cause.

A letter from Seoul of April 1st says:—

"The people are not allowed to walk on the streets after 11 p.m.; if they do they are shot. Many here have been killed. The electric cars are now being run by Japanese, but the Koreans will not ride in them. The Korean Daily News of April 5th says that on April 1st the clouds over the sun gave a very strange appearance. Two great rings were formed around the sun, and then there appeared other smaller or suns, on each side, making seven in all. The paper gives a diagram. It has caused much talk. Koreans say it means that the sun (Japan) will lose the smaller additions, Korea, Manchuria, Shantung, etc. The Japanese say that she will gain them. The Seoul Press of April 6th while saying that Seoul is now quiet, continues:—

"At several places in the interior, however, peace and order have not as yet returned. On Thursday, April 3rd, a mob attacked the police-box at Whasu, Suwon District, Kyonggi Province, and a Japanese policeman was murdered. Other places, where more or less serious disturbances took place between Wednesday and Thursday, were Lichon, Yang Yong, Kowhali, and Ichukyun, in all in Kyonggi Province, Taichon (in South Chongchong Province), Fusanjin and Chintong (in South Kyongssang Province), and Kinyung, Nuchon and Dokwan (in Whanghae Province). During the disturbances some casualties occurred among the rioters."

Antung telegraphically reports that on Tuesday afternoon judgment was pronounced at the New Wiju branch of the Pyongyang Local Court on 71 prisoners involved in the recent agitation. Kim Chuyo, the ring-leader, was sentenced to imprisonment with hard labour for thirty-six months. Other prisoners were also similarly sentenced, the periods ranging between six and twenty-four months. Sentence on 189 others was reserved.

Hard labour for three years, for making a peaceful demonstration and crying out "Man Sei!"

It is known that the Japanese have been making it hard for the missionaries in Pyang Yang because of the truth that they have sent out to the world of the Seoul Daily News, of April 6th published a telegram from that city saying that Rev. E. M. Mowry, an American Missionary of the Presbyterian Mission there, was arrested on April 5th. It is said that a number of Koreans were staying in his house, and Japanese claimed that these men were some of the leaders of the recent uprising in Pyang Yang.

At 4 p.m. on the 5th, the Mission houses were searched, and ten Koreans were arrested. Mr. Mowry, also, was arrested on the charge of sheltering breakers of the law. Copies of some documents were found also at the home of the Rev. Dr. Samuel A. Moffett, and also at the Presbyterian Girls' School. The Koreans arrested were students of the Mission College. They have often acted as writers for the missionaries and have stayed in their house. As all Koreans are now breakers of Japan's laws and as copies of Korean papers can now be found almost anywhere, the missionaries are in for some hard times.

MISCELLANEOUS.

Alfred Rodgers, in command of the American Asiatic Squadron, arrived at Peking yesterday morning, and was welcomed by members of the American Legation and the American Community. There is good reason for believing that Chang Chung-shiang, the Chinese Minister to Tokyo, is about to resign, and that Chang Yang, ex-Vice-Minister of Justice, and now supervisor of Chinese students in Japan, will be appointed to succeed him.

FATAL TROLLEY ACCIDENT.

CORONER'S INQUIRY.

At the Magistracy, yesterday, Mr. R. E. Lindell, in his capacity as Coroner, held an inquiry into the circumstances surrounding the death of a young Chinese girl, who was knocked down and killed by a trolley in Tai Kok Tsui.

The jury was composed of Messrs. R. F. Atwell, D. Nicol and H. B. Ritter. The Coroner stated that when the accident occurred the deceased and her mother were crossing a bamboo bridge over a creek, near Taiipo. Three or four trolleys crossed the bridge, and one of them knocked down the mother of the girl, who, though receiving a serious injury on the head, recovered. The same trolley, subsequently, knocked down the girl, who was killed. The question for the jury to decide was whether there was gross negligence on the part of those in charge of the trolley, and, if so, to bring in a verdict of manslaughter against the responsible party.

Dr. J. T. Smalley stated that death was due to haemorrhage, as the result of the upper part of deceased's left thigh being torn up. No bones were broken.

Mr. Rowe, of the P.W.D., said that the trolley-lines were placed in the middle of the bridge, and there was plenty of room for pedestrians to stand aside while a trolley was passing. No instructions were given to the contractor about people using the bridge. He had told the foremen, however, to prevent people from crossing while a trolley was going over, but it was futile; people would take no notice. There had been an accident previously, and witness immediately ordered a fence to be erected on the ground between the Taiipo Road and the bridge with the object of preventing people from crossing the bridge, but this made no difference; people insisted on crossing it, as it was a short cut to Yau-mat, making a difference of about a quarter-mile. Warning notices had been posted up, and a man was placed on the embankment, west of the bridge, to ring a bell so as to warn pedestrians that a trolley was passing. Red flags, also, were displayed. The approximate distance between the bridge and Taiipo Road was 200 feet, while the length of the bridge was about 110 feet. There was an incline from Taiipo Road to the bridge. He had seen the coolies push the trucks along the bridge. They started at a fair pace, but slowed down as they reached the bridge. Sang Lee was the conductor in charge of the whole work. It would not take very much pressure to stop a trolley. A coolie, he thought, put a stick through both revolving axles, and this acted as a brake, so that the trolley, which was travelling at three or four miles an hour, could be stopped within forty feet.

The deceased's grandmother said that while returning from worshipping at an ancestral tomb they were crossing a bamboo bridge, and suddenly she heard a warning that trolleys were coming. She sat down, and a trolley knocked against her and, a few yards further on, ran over her grandchild, who was killed. The truck was going fast at the time. The drivers were pushing it and not standing on it.

One of the truck coolies said that they always pushed the trucks, which, as soon as they were filled, were taken, one behind the other, across the bridge. On the afternoon of the accident, when he saw some people trying to cross and shouted a warning to them to get to one side of the bridge. Witness then put the pole across the axles of the wheels to use it as a brake, but found it did not work. They were travelling at a fairly fast rate. He then noticed the edge of the trolley colliding with the old woman, who was injured. He tried to stop the trolley once more, but failed. About ten feet further on it knocked down a small girl, who was carrying some articles. She was walking towards the trolley at the time, and when she attempted to jump off the track she tripped and fell. Her legs were lying across the lines, and the trolley ran over, crushing them.

After some minutes' deliberation, the jury brought in a verdict of "Accidental death."

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At the Magistracy, yesterday, before Mr. G. N. Orme, a Chinese ward boy of the small-pox hospital was charged with stealing three sovereigns from a patient.

Inspector Macdonald stated that while the patient—an Indian—was being undressed, defendant snatched the money and left the ward. Information was given to the Police, who arrested him at the hospital.

Mr. Orme remanded the case, bail being fixed at \$100.

ALLEGED THEFT FROM A PATIENT IN HOSPITAL.

At the Magistracy, yesterday, before Mr. G. N. Orme, a Chinese ward boy of the small-pox hospital was charged with stealing three sovereigns from a patient.

Inspector Macdonald stated that while the patient—an Indian—was being undressed, defendant snatched the money and left the ward. Information was given to the Police, who arrested him at the hospital.

Mr. Orme remanded the case, bail being fixed at \$100.

ROBBING A FRIEND.

At the Magistracy, yesterday, before Mr. R. E. Lindell, a Chinese was charged with stealing a gold ring, a watch and chain, and other articles of jewellery. Complaint was made by a friend of the defendant, who was employed as a cook at No. 2, the Police, a Chinese, was visited by defendant. After a conversation, defendant left, and it was then found that the articles were missing. Defendant's premises were searched by the Police, who discovered the jewellery hidden underneath the mattress.

Mr. Lindell sentenced defendant to six weeks' hard labour.

HONGKONG DEFENCE CORPS.

ADMINISTRATIVE ORDERS BY MAJOR H. MORRAN, ADMINISTRATIVE COMMANDANT.

STRENGTH.

No. 670 Pte. W. G. Baker, "B" Co., is permitted to resign, on leaving the Colony, to date from April 30th, 1919.

LEAVE.

Sergeant I. Day, Engineer Co., is granted 8 months' leave, from May 1st, 1919.
Pte. G. Henderson, Machine-gun Co., is granted 8 months' leave, from May 2nd, 1919.
Pte. W. H. Smith, "B" Co., is granted 3 months' extension of leave, from April 17th, 1919.
Pte. H. W. Page, "B" Co., is granted 8 months' leave, from May 29th, 1919.
Pte. A. J. Carter, Signalling Section, is granted 6 months' leave, from May 1st, 1919.
Pte. F. Bevington, "A" Co., is granted 9 months' leave, to date from day of departure.

PARADE.

The Corps (except Engineer Company) will parade as strong as possible on the Polo Ground at 5.30 p.m., on Wednesday, April 23rd, to practice ceremonial.

Dress, drill order (shorts and putties). Officers will carry swords.

DRESS.

Belt, need not be worn by Officers during the period April 15th-November 15th, dates inclusive, except when on parade.

ORDERS FOR ARTILLERY COMPANY BY MAJOR J. H. W. ARMSTRONG, V.D.

Parades in last week's orders are cancelled and the following substituted:—

Both Half Companies will parade with the Infantry Battalion at the Polo Ground, at 5.30 p.m., on Wednesday, April 23rd.
Uniform, drill order (shorts and putties). Officers will carry swords.
Hongkong residents parade outside Law Courts at 5.10 p.m., and proceed by train to Causeway Bay.

ORDERS FOR ENGINEER COMPANY BY LIEUT. R. HALL.

Practice Run D.E.L.-N.C.O.'s and Sappers as detailed by C.S.M. will parade for duty at Belcher's, on Friday, April 25th, at 9 p.m.
Officers on duty—Lieut. W. Brown and 2nd-Lieut. Blackburn.

Instructional Class for Recruits.—Recruits will attend for instruction under R.E. Staff-Sergeants at Belcher's on Wednesday, April 23rd, at 9 p.m.

Officers on duty—Lieut. Stevenson.
Pay for March will be issued at Engineer Company Office, H.K.D.O. Headquarters, between 5 and 6 p.m., on April 24th, 25th and 26th, and between 1.30 and 2 p.m., on Saturday, April 26th. Pay not drawn by April 29th will be forfeited and returned to Treasury.

ORDERS FOR INFANTRY BATTALION BY MAJOR H. A. MORRAN.

Wednesday, April 23rd:—
5.30 p.m. "A," "B" and Machine-gun Companies, Mounted Section and Signalling Section on the Polo Ground.
Dress, drill order. Officers will carry swords.

Hongkong residents will parade outside the Law Courts, at 5.10 p.m., and proceed by train to Causeway Bay.

CADET COMPANY.

Sunday, April 20th:—
Church Parade.
2 p.m. Nos. 3 and 4 Sections fall in at Star Ferry, Kowloon.
2.30 p.m. Nos. 1 and 2 Sections fall in at Headquarters.
Uniform, caps and belts.
Band to carry instruments.

G. E. STAWART, Capt.
Adjutant, A.K.D.O.
Hongkong, April 17th, 1919.

HONGKONG POLICE RESERVE.

ORDERS ISSUED BY MR. J. W. FRANKS, D.S.P. (RESERVE).

PATROLS.

All patrols, except Search Supervising Squad and Mounted Patrols, will be discontinued, until further orders, on and from the 18th inst. Company Commanders are requested to attend Headquarters Office on Tuesday, April 22nd, at 5.30 p.m. Uniform optional.

LEAVE.

A.S.P. (R.) and Adjutant Mr. T. F. Hough has been granted leave of absence from April 25th, to December 31st, 1919.
Hongkong, April 17th, 1919.

NEW ZEALAND FREAK STRIKES.

Speaking at a meeting of the Castle Bay Ward Club, Mr. F. M. E. Fisher, Director of the Imperial Commercial Association, and for some time Minister of Customs and Imports in New Zealand, gave two interesting and amusing examples of strikes which had taken place in that colony. On one occasion, he said, the crew of a boat struck because in the articles it was provided that Worcester sauce should be served. As a matter of fact, the supply ran short, and another brand was supplied, with the result that the men declined to take the vessel out of the dock. On another occasion the convicts at a prison went on a hunger strike because a band of the Salvation Army stationed half outside the goal and played continuously "Home, Sweet Home."

BREACH OF COMPROMISE AGREEMENT.

APPLICATION FOR STAY OF EXECUTION REFUSED.

At the Summary Court, yesterday, Mr. Justice Melbourne read the judgment of the Chief Justice (Sir William Ross, Davies, K.C.), in the application for a stay of execution of judgment for six months in the case in which the liquidators of the German firm of Sander, Weiler & Co. unsuccessfully claimed \$65,000 and costs from the surety for the compromise agreement.

The Hon. Mr. H. E. Pollock, K.C., Acting Attorney-General (instructed by Messrs. Johnston, Stokes & Master) made the application while the Hon. C. G. Abbotter and Mr. Eldon Potter (instructed by Messrs. Wilkinson & Grist) appeared for the surety.

Two questions are now before me: (1) whether I should grant the application to stay proceedings for costs pending an appeal; (2) or, if not, whether I should order the payment of costs upon the terms that the respondent's solicitors shall give an undertaking to repay, in the event of the appeal being successful the costs paid to him by the appellant.

Now the authorities establish that under Ordinance 58 c. 10 (sec. 620 C.C.P.) the Court has a discretion in each case; and that there is no practice binding on the Court to the effect that the Court will only refuse a stay of proceedings as to costs on the terms of the solicitor's undertaking. [Attorney-General v. Emerson 24 Q.B.D. 50.]

It is also laid down that the Court will not, except in special circumstances, at the instance of an unsuccessful litigant deprive a successful one of the fruits of his litigation until a further appeal is determined.

Now the only affidavit before the Court is that of the plaintiff's solicitor, which urges as a ground for a stay that Counsel's opinion may be taken in England as to whether the judgment should be appealed from or not. There is no other affidavit alleging special circumstances, and if they are relied on they must be proved by affidavit. In the *Annul* case, 11 P.D. 116, Lord Esher, M.R., said: "We are asked to depart from that rule, although it is admitted that there are no special circumstances in this case which afford a ground for so doing. If in any particular case there is a danger of the appellant not being repaid if their appeal is successful, either because the respondents are foreigners, or for other good reason, this may be shown by affidavit, and may form a ground for ordering a stay. To grant the present application would, in the absence of special circumstances, clearly be to act contrary to the provisions and intention of the Rules of Court." Bowen L.J. said: "No affidavit has been made on behalf of the applicants, and we must therefore assume that if the money is paid over to the respondents, and the appeal is successful, the applicants will be able to get it back."

The learned counsel for the plaintiff urged as a special circumstance that the case is one of singular complexity, that in accordance with the dictum of one of my predecessors a Chinaman cannot be regarded as having a fixed domicile, in the Colony, and that if the appeal is successful there may be, to quote Counsel's words, "no hold on the defendant" to secure the return of the money. Now in Attorney-General v. Emerson (ante) the Court in the exercise of its discretion stayed proceedings as to costs except on the solicitor's undertaking in the case of one defendant, which the Court held "it was established to their satisfaction that there was great danger that the plaintiffs would not recover any costs from him."

In *Barker v. Lavery* 14 Q.B.D. 769, it was held that execution for costs pending an appeal will not be stayed unless evidence is adduced to show that the respondent will be unable to repay the amount levied by execution if the appellant be successful. Lord Selborne, L.C., said: "The defendant is not entitled to have the application granted as a matter of course. Evidence ought to have been adduced to show that the plaintiff would be unable to repay the costs if he should be successful before the House of Lords. As to the request for time to make an affidavit about the plaintiff's means, we cannot accede to it; those who apply for a stay of execution must come before us prepared with all necessary materials."

Now in the case before me the presumption of the solvency of the defendant is entirely in his favour. The action is brought against him as a surety to a compromise agreement, where large sums of money were at stake, and I should clearly not be justified in the absence of evidence by affidavit in entertaining any presumption adverse to solvency.

The application as to the payment being subject to the solicitor's undertaking is strongly opposed by the defendant's counsel on the ground that, in the event of such an order the amount would necessarily be retained by the solicitors until the decision on the appeal is given, and the defendant would be deprived of his money for an indefinite period of time. In other words, he would be a successful litigant but deprived of the fruits of his success until the appeal is determined. In my opinion this objection is well founded. No sufficient ground has been shown to justify me in making the order asked for, and I must refuse it with costs.

HONGKONG GYMKHANA CLUB.

ENTRIES FOR NEXT MEETING.

The following are the entries for the 2nd Gymkhana, to be held on Saturday, April 20th:

1st RACE—FIVE FURLONGS:—Wedding Bells, Jayhoon, Hector, Eaton Boy, Dalesman, Morning Star.

2nd RACE—GYMKHANA STAKES:—Greyhound, Tatum Chief, Alexander, Malcolm, Rochester, Burning Daylight, Vivat, Pink Eye, Regularity, Dahlia, Lovejoy, Salamander, and Paper Money.

3rd AND 4th RACES—CLASS HANDICAP, 1 MILE:—Greyhound, Meymoon, Bend Or, Victory Star, King John, Wei-hai Chief, Wedding Bells, Tatum Chief, Second Fiddle, Malcolm, Rochester, Viola, Hector, Gentle Cat, Maybe, Dalesman, Starlight, Alexander, Morning Star, Jayhoon, Burning Daylight, Vivat, Dusky, Mountain Ford, Lovejoy, Ridge-way, Flyford, Julex, Aidlog, 11, Regularity, Dahlia, Smokebox, Grouse, Swallow, and Paper Money.

5th RACE—LADIES' NOMINATION:—King John, Viola, Julex, Starlight, Flyford, Smokebox, Eaton Boy, and Swallow.

6th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

7th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

8th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

9th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

10th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

11th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

12th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

13th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

14th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

15th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

16th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

17th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

18th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

19th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

20th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

21st RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

22nd RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

23rd RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

24th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

25th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

26th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

27th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

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30th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

31st RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

32nd RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

33rd RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

34th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

35th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

36th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

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39th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

40th RACE—HANDICAP, 1 MILE FOR CHINA PONIES:—Greyhound, Smokebox, Rochester, Pink Eye, Malcolm, Meymoon, Gentle Cat, Bend Or, Vivat, Tatum Chief, Dusky, Maybe, Wei-hai Chief, Salamander, Alexander, Mountain Ford, Regularity, Dahlia, Burning Daylight, and Paper Money.

SPORT.

CRICKET.

MANCHESTERS DEFEAT THE NAVY.

Following on their recent victories over Kowloon, the Civil Service, and the R.G.A., it was not surprising that the Manchesters should have defeated a weak Navy team in the League, yesterday, at Happy Valley. The Navy played only 8 men. The soldiers won by 32 runs. Scores:—

NAVY.			
Pay, L.L. Holborn, b Bundle	36		
Pay, L.L. Robinson, b Allan	0		
E. R. A. Llewellyn, b Cavanaugh	13		
Sub. L.L. Bathurst, b Allan	6		
A. B. Woodfine, b Allan	2		
P. O. Clayton, c ---, b Allan	11		
Mr. Coomes, not out	5		
S. B. S. Crocker, b Allan	2		
Extras	3		
Total	75		

Mr. Black, Lee, Corpl. Cotton, and Pto. Lawson, absent.

Bowling Analysis.			
	O.	M.	R.
Allan	6	1	30
Cavanaugh	6	0	25
Holborn	3	0	16
Bundle	1	0	6

* Bowled a wide.

MANCHESTER REGIMENT.			
Corpl. Holborn, b Llewellyn	21		
Pte. Denkin, b Robinson	16		
Lt. Cavanaugh, c Robinson, b Coomes	14		
R.Q.M.S. Keenan, c Bathurst, b Coomes	7		
Lt. Col. Harvey, b Llewellyn	39		
Capt. Bundle, not out	0		
Pte. Pilsman, b Llewellyn	0		
Capt. Goode, l.w., b Robinson	12		
R.Q.M.S. Allan, c and b Robinson	0		
Serjt. Smith, b Robinson	0		
C.S.M. Smith, c and b Robinson	0		
Extras	2		
Total	111		

Bowling Analysis.			
	O.	M.	R.
Robinson	10.3	0	33
Clayton	8	0	20
Coomes	6	0	25
Llewellyn	7	0	23
Bathurst	2	0	10
Holborn	1	0	1

* Bowled a wide.

MR. PONSONBY FANE'S XI. v. R.G.A.

The R.G.A. cricket team played a friendly match, yesterday, against a team from the University captained by R. A. Ponsonby Fane. The deadly nature of the soldiers' attack was evident from the fact that their opponents were dismissed for 34 runs. Baines was particularly effective.

The R.G.A. men found that free batting paid best and therefore took risks, with the result that they scored 191 runs. Both Baines and Talford played good cricket. The gunners won by 157 runs. Scores:—

MR. PONSONBY FANE'S XI.			
A. H. Rumjahn, c Mann, b Baines	12		
Lim Keng Sim, b Baines	2		
D. K. Samy, c Torr, b Athorne	2		
J. D. Wright, c Turley, b Athorne	2		
G. E. Marley, c Mann, b Baines	1		
R. A. Busto, c Mann, b Baines	0		
W. Gittens, c Sharp, b Baines	3		
C. Severn, b Athorne	6		
R. A. Ponsonby Fane, run out	1		
C. Choa, b Athorne	5		
H. Phipps, not out	1		
Extras	1		
Total	34		

Bowling Analysis.			
	O.	M.	R.
Baines	10	3	11
Athorne	9	3	23

R.G.A.			
Corpl. Mann, c Wright, b Severn	19		
Corpl. Middleton, c Busto, b Wright	4		
Lieut. Torr, b Severn	0		
Serjt. Athorne, b Marley	19		
Lieut. Sutherland, c Gittens, b Marley	31		
C.Q.M.S. Talford, not out	41		
Gnr. Sharp, b Rumjahn	0		
Bdr. Green, c Wright, b Ponsonby	8		
Fane	9		
Serjt. Lacey, b Lim	5		
C.M.E. Turley, c Choa, b Gittens	9		
Gdr. Baines, b Samy	53		
Extras	2		
Total	191		

Bowling Analysis.			
	O.	M.	R.
Severn	13	1	33
Wright	11	0	33
Marley	9	2	21
Rumjahn	3	0	10
Ponsonby Fane	6	0	39
Samy	4	0	28
Lim	4	0	23
Gittens	1	0	2

MR. R. PONSONBY FANE'S XI. v. UNITED SERVICES.

This match will be played on the Civil Service ground, on Easter Monday, at 10 a.m. Teams:—

Mr. Fane's XI.—A. E. Wood, R. E. O. Bird, J. D. Wright, A. H. Rumjahn, A. A. Rumjahn, G. E. Marley, U. Omar, B. W. Bradbury, C. J. Stapleton, F. J. Ling, and R. Ponsonby Fane.

United Services.—Lieut.-Col. Coles (captain), Capt. Murray, Capt. Wahl, Capt. Raworth, Lieut. Cavanaugh, Pay-Lieut. Holborn, Pay-Lieut. Robinson, E. G. Kennett, Serjt. Athorne, Gr. Baines, and Pto. Connor.

ASSOCIATION FOOTBALL.

With the championship of the three leagues and the destination of the Shield settled for twelve months the football season may be considered closed. There are a good many games in the first division which ought to be played to complete the programme, but as they do not affect the leading position they are, presumably, to be cancelled.

It is worthy of note that the Navy men have created a local record by winning both the Hongkong League and the United Services League. This has never been done before by the same team, and the sailors are to be congratulated on their performance. They went very near to winning the Hongkong Shield also, but got beaten on the post by the Club.

With so many young, fit men away on active service it was only to be expected that the standard of football would not be so high as in previous seasons. All the teams suffered in this respect except the South China Athletic, who are new comers to the first division, this season being their first in senior football. The R.G.A. and R.E. were perhaps, the hardest hit of all, and it is a change to see these old formidable regimental rivals occupying such lowly positions in the league tables. With an early peace, however, conditions will soon be normal again, and the local game will again rise to its pre-war standard.

Most people will admit that St. Joseph's College deserved to win the junior league. After going nearly all the season without getting defeated they collapsed rather surprisingly in their two last matches against the Staff and Departments and Kowloon respectively, but were far enough ahead to be able to afford to lose the points. They have played good, clean football throughout the season, and deserve their success. A feature of the last match against Kowloon was the excellent display given by the Kowloon goal-keeper, a youngster named Read from the Diocesan School. He brought off some very fine saves, and, in a few years' time, if taken in hand, should become a really first-class goal-keeper.

The team styled Staff and Departments is the only military team that has made any show this season at all. Although being without the services of Lawrence, who has been playing for the Sappers, the team has reached second position and quite deserved it. It possesses several men whom most of the 1st division teams would be glad to have. Scouler, for instance, would be worth his place in any of the senior teams; while Street, who actually belongs to the R.G.A., would have been a decided improvement on some of the forwards the Artillerymen have been obliged to put into the field, and there are at least three more men of the Staff and Departments team good enough for the senior leagues.

A meeting of the Hongkong Football League was held on Monday evening in Victoria Barracks, Master-Gr. G. T. May presiding over a good attendance. After the resignation of the 83rd Co., had been accepted and the points for their remaining fixtures awarded to their opponents, a game was arranged for Saturday next between St. Joseph's College and the Staff and Departments (winners and runners-up respectively) of the 2nd division. The match will take place on the Club ground commencing at 4.30 p.m. At the conclusion of the game the cups and medals will be presented.

Another game was arranged for the following Saturday to be played between the South China Athletic and "The Rest." Provided the weather is not too hot, this should prove a fine encounter. A charge will be made for seats in the stand for each match, the proceeds to go to football funds for purchasing medals, etc. Both matches should be well worth seeing. The Chinese have not had the best of luck this year, but they drew on one occasion with the Navy when the latter was at full strength, and they can be depended upon to make a good show, however strong the combination that opposes them. The team proceeds to Manila early next month where their fortunes will be followed with considerable interest by a large number of admirers in Hongkong.

LAWN TENNIS.

HONGKONG C.C. TOURNAMENT.

The match in the Club Mixed Handicap Doubles, yesterday, was watched by an interested crowd. The play was almost as good as any seen in the competition, though Mrs. Maitland and F. A. Redmond went down rather more easily than was expected. Mrs. Draper and O. Thorne looked like the winners all through, and were greeted with applause when they carried off the honours by 6-3, 6-4.

Mrs. Draper and C. Thorne are now in the final. They will meet the winner of the match between Mrs. Armstrong and A. D. Humphreys and Mrs. Black and A. Moore.

LANE, CRAWFORD & CO.

CANN & TAYLOR'S CLUBS

ROBERT FORGANS CLUBS

SOLE AGENTS FOR SPALDING'S ATHLETIC GOODS.

SPALDING'S "GOLD MEDAL"

GOLF CLUBS.

LADIES' MODELS AND GENT'S MODELS.

INCLUDING

DRIVERS.

MASHIES.

BAFFIES.

MID IRONS.

BRASSIES.

DRIVING IRONS.

JIGGERS.

PUTTERS.

LOFTERS.

NIBLICS.

SERIOUS RIOTING IN INDIA:

SEVERAL EUROPEANS KILLED.

RECRUDESCENCE OF DISORDER IN EGYPT:

ANTI-ARMENIAN POGROMS.

DISPOSITION OF ENEMY MERCANTILE MARINE:

TEMPORARY AGREEMENT REACHED.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

RIOTING IN INDIA.

FIVE EUROPEANS KILLED.

LONDON, April 14th. Serious riots occurred in an Indian city. The second portion of a message describing the scenes (the first portion had not come to hand up to the time of going to press) states that Kichlu and Satya Pal, two virulent agitators, led the rioters.

Two Banks and the Town Hall were burnt. Three bank managers were burnt to death. Five Europeans were killed during the rioting. Nine rioters were killed and 21 injured. Troops were sent, and order was restored.

Disturbances also occurred at Lahore and Ahmedabad. Two Government buildings were burnt in the latter town.

The condition in Bombay is disturbed. Several were injured on April 12th. The mob's temper is bad, but Gandhi's return, on the whole, had a tranquillising effect.

NATIONALIST RISING IN EGYPT.

MANY ARMENIANS MASSACRED.

CAIRO, April 11th. Many Armenians were massacred during the rioting on Wednesday and Thursday. The number is not yet established, but the ambulances took 15 bodies from houses in Abdin Square alone yesterday. Probably, there were numerous victims in the Mohamed Ali quarter, inhabited by small shopkeepers.

It is noteworthy that there was systematic inquiry regarding the houses in which Armenians were living, as had happened previously, during the Constantinople massacres.

Many terror-stricken Armenians took refuge in the European suburb, Heliopolis, in which the local policemen and watchmen abandoned their posts, apparently shirking responsibility.

The military in Cairo, till yesterday, collected 2,500 Armenians and lodged them in various buildings under military protection.

NATIONALIST LEADERS LEAVE FOR BRITAIN.

CAIRO, April 10th. Thirteen Nationalist leaders sail for Marseilles to-morrow. Reuter is of opinion that their departure will calm the passions of the peoples.

MORE DISTURBANCES.

CAIRO, April 8th. A communiqué states:— In the course of demonstrations on April 7th, the crew of a motor-lorry, which was attacked, was obliged to fire, causing casualties.

The same night there were disturbances near Shepherd's Hotel and shots were exchanged. Two were killed and four wounded.

On the afternoon of April 7th, a British officer who was peacefully endeavouring to quell the disturbance was maltreated. He was rescued and firing ensued, in which several were killed and wounded.

The mob murdered two British soldiers in Abdin Square.

The situation has hitherto been controlled without repressive measures, but the communiqué concludes with a grave warning.

GERMANY.

MUNICH GOVERNMENT OVERTHROWN.

AMSTERDAM, April 12th.

A telegram from Berlin states:—A semi-official announcement in the German Gazette says that the Munich Soviet Government has been overthrown by force of arms.

THE ARMIES OF OCCUPATION GERMANY'S MAINTENANCE BILL.

BERLIN, April 12th.

The Imperial Treasury has hitherto paid 436,000,000 marks for the maintenance of the Armies of Occupation on the Rhine.

ANGLO-DUTCH AERIAL SERVICE.

DUTCH AIR MISSION IN ENGLAND.

LONDON, April 12th.

An aeroplane conveying a Dutch Air Mission, which has been arranging an Anglo-Dutch service and the provision of an aerodrome in the Dutch East Indies in connection with the Imperial route, flew to Felixstowe from Amsterdam in 93 minutes.

ENEMY MERCANTILE MARINE.

AGREEMENT ARRIVED AT.

PARIS, April 16th.

The Supreme Council announced that an agreement has been arrived at between the Associated Governments providing that enemy tonnage acquired both before and since the Armistice would be divided among those Governments according to their respective ability to bring the ships to a speedy use, and, in the case of passenger ships, according to their relative needs.

The above arrangement will not prejudice the ultimate disposition of the ships under the terms of the Treaty of Peace. Vessels will fly the flag of the Allied Maritime Council as well as the national flag of the country undertaking the agreement.—*American Wireless.*

INTERNATIONAL LABOUR.

COMMISSION'S SCHEME ACCEPTED.

LONDON, April 7th.

At the plenary session of the Peace Conference Commission on International Labour Legislation, M. Van Der Velde of Belgium said that the present enemies would not be present at the proposed conference at Washington. He expressed the opinion that the inclusion of the labour charter in the League of Nations would be one of the most powerful factors in bringing back to the world the reign of peace.

To improve world conditions, there were two methods, the Russian method and the British method. The Labour Commission chose the latter.

Lord Sinha warmly accepted, on behalf of India, the proposed scheme. He said that his earlier misgivings in that connection were banished by the amendment dealing with non-Western countries.

Mr. G. N. Barnes proposed a resolution, which was passed unanimously, that the Conference approved of the proposed scheme, and that the Governments concerned be requested to proceed forthwith with the nomination of their representatives on the organising Committee for the October Conference, on which the Committee were to begin work immediately.

THE LIBERAL PARTY.

AN ENTHUSIASTIC LONDON SCENE.

Mr. H. H. Asquith addressed 600 Independent Liberals at a banquet in London.

The proceedings were very enthusiastic. Huge red-lettered posters, giving the election figures at Hull, stimulated the guests, and when Commander Kenworthy in naval uniform, appeared in the middle of the proceedings, he received an ovation.

Mr. Asquith said that the people were beginning to realise the artificiality of the General Election, which had produced a top-heavy structure, resting on foundations of sand.

The last two bye-elections were significant of a rapid and thoroughgoing re-orientation, and that at Hull an unusually quick Nemesis.

THE LEAGUE OF NATIONS.

CONSIDERATION OF COVENANT CONCLUDED.

PARIS, April 16th.

There was no vital change made by the League of Nations Commission at its meeting on Thursday and Friday night. Friday night marked the conclusion of consideration of the Covenant.

On Friday night the League of Nations Commission discussion lasted four hours, President Wilson attending and remaining till close upon midnight.

NO DATE FIXED FOR CONSIDERATION BY PEACE CONFERENCE.

No date has been set for the plenary session of the Peace Conference to consider the League of Nations Covenant, which will not include any section granting the Japanese request for recognition of racial equality, and neither will there be sections introduced covering the request for an International Military General Staff.

Both Japan and France have announced that they regard it as their right to bring up any amendments they desire before the plenary session of the Peace Conference.

The Covenant of the League of Nations may contain 26 sections.—*American Wireless.*

POLAND.

M. PADEREWSKI CONFERS WITH PRESIDENT WILSON.

PARIS, April 16th.

M. Paderewski, Premier of Poland, conferred with President Wilson and Signor Orlando.—*American Wireless.*

THE UNITED STATES.

CREDITS TO ALLIES.

WASHINGTON, April 16th.

The Treasury Department has announced a credit of \$20,000,000 to Great Britain, making Great Britain's borrowings from the United States \$4,138,323,000, and loans to the Allies by the United States \$9,033,332,000.—*American Wireless.*

RACING AT HOME.

THE "NEWBURY CUP" RESULT.

LONDON, April 12th.

The Newbury Cup race resulted as follows:—

Callander 1
Rivershore 2
Sir Berkeley 3

Ten ran. Won by a head, two lengths dividing second and third.

The betting was as follows:—
4 to 1 against Callander.
10 to 1 against Rivershore.
100 to 7 against Sir Berkeley.

QUEEN AND THE ORDERLY.

There was an amusing incident when the Queen, accompanied by Princess Mary and Prince Albert, paid an informal visit to the exhibition of Canadian battle photographs at the Graton Galleries. A French-Canadian orderly held the gate, and when the Royal party approached demanded tickets. "How much are they?" asked her Majesty. "One and three," said the Canadian, whereupon Prince Albert produced the required amount and the Royal visitors were admitted. Being a zealous business man, the orderly followed this up by offering catalogues, and again the Prince smilingly produced the required amount. When the Royal party were leaving the galleries the French-Canadian, who had learned who the visitors were, tried to apologise to Prince Albert. "That's all right, old man," said the Prince. "It was worth it."

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "CHINA MAIL."]

DEATH OF CAPTAIN BRYSON.

SINGAPORE, April 17th.

Capt. Bryson, who met with a serious accident while diving in shallow water in the Harbour, died yesterday.

RETIREMENT OF HON. MR. F. M. ELLIOT.

SINGAPORE, April 17th.

The Hon. Mr. Frederick M. Elliott, member of the Legislative Council, Right Worthy Grand District Master of the District Grand Chapter of the Eastern Archipelago, is retiring, and will leave for Home shortly.

SIR JOHN BUCKNILL.

SINGAPORE, April 17th.

Sir John Bucknill, Chief Justice of the Straits Settlements, formerly Attorney General of Hongkong, is leaving for Home shortly. It is probable that he will not return.

CANTON NEWS.

CANTON, April 17th.

It is reported that owing to recent heavy rainfall, the East River is overflowing. The water in Waichow has risen 9 feet, and some of the streets in Sheklung are flooded. A message from Kongmoon states that the water in the harbour has risen more than 2 feet.

MONGOLIAN INDEPENDENCE MOVEMENT.

The M.P.s in Canton have wired to the Peace Envoys at Paris requesting them to explain to the Conference of the Allies that the independence movement in Mongolia is due to the machinations of a certain nation, and is opposed by a great majority of the Mongolians. The envoys are also requested to stop the Mongolian representatives who are said to have been sent to Europe, from making any appeal for independence to the Paris Conference.

We are informed that owing to the depleted state of the exchequer the authorities offered to sell the cement works to the merchants for \$2,800,000 and soon after the proposal was made a syndicate was formed by a number of big companies in Canton and Hongkong to purchase the property. Application has been made to the authorities, and the details will be announced shortly.

PEKING CABLE NEWS.

A meeting of the Cabinet has been held to discuss the sending of troops to Mongolia. The Foreign diplomats have recently decided to stop the selling of ammunition to China till after the peace negotiations are concluded at Shanghai.

The British and American Ministers have gone to Shansi on a sporting trip and, it is said, will proceed to the South. SHANGHAI CONFERENCE.

The Shanghai Conference sat on the 15th, and understandings were reached on military affairs.

SPEAKING FILMS.

WIRELESS MARVEL TO MAKE CINEMAS VOCAL.

Another of the new worlds that modern science has been striving to conquer has yielded to twentieth century enterprise. The secret of the talking picture has been solved, and the cinema patron will shortly be able to hear the actors on the screen giving vocal expression to the acts and emotions they portray.

The cinema artifice opens up immeasurable possibilities in the world of popular entertainment and of educational value. Almost since the invention of the moving picture attempts have been made to introduce a method that would give the effect of making the characters talk. All these efforts were failures, however. The nearest measure of success was achieved by the gramophone, but these somewhat crude means often proved to be a source of embarrassment, the talking machine and the pictures rarely synchronised. This scheme was laughed out of the trade.

For the secret of the new invention—well kept up to now—we have to turn to the greatest hidden force of modern science—wireless telegraphy.

ALL SOUNDS REPRODUCED. Mr. Godfrey Isaacs, managing director of the Marconi Wireless Telegraph Company, states that the invention has reached the stage of commercial enterprise.

"There is no doubt whatever about its capacity to reproduce all sounds," says Mr. Isaacs. "As you know, all the motions in the world have been engaged in experimenting in order to produce the real thing, and at last wireless has accomplished the seemingly impossible. This development is, of course, of the greatest importance to film producers. The spoken picture play has always been the goal at which they aimed. The one great difficulty of making the speech of the actor coincide with his actions has been overcome."

And the new picture will be able to sing as well as speak! Mr. Isaacs was asked, "Dance, cry, laugh, sigh—everything," replied Mr. Isaacs. "Charlie Chaplin's famous walking slide, a hit on the head, a railway smash, the villain's speech—everything an actor does or says. When a man speaks or sings his voice is photographed at the same time."

Mr. Isaacs further explained that the new animated picture will be screened from the same roll. The actual difficulty of production are minute and the cost "not extravagant."

DR. C. FORSYTH'S DEPARTURE.

PRESENTATION BY THE COMMITTEE OF THE CHINESE HOSPITALS.

At the Kwong Wah Hospital, yesterday evening, Dr. C. Forsyth, Honorary Medical Superintendent, who is shortly leaving for Home, was presented with a handsome silver rose-bowl and a pair of vases by the Committee of the Tung Wah and Kwong Wah Hospitals. These presents included Messrs. Ho Kwong, Chan Kai-ming, Nung Chi, Wong Yung Ki, Wong Tong, Chu Ping Lam, Pang Sui Wan, Che Ka Po, Po Tze Tin, Ng Sai Kai, and Lo Tat Hing (directors of the Tung Wah and Kwong Wah Hospitals), and Drs. B. C. Wong, and Thomas.

After the gathering had partaken of cake and tea, the Chairman, Mr. Ho Kwong, said:—Dr. Forsyth, it is my privilege to ask you, on behalf of the past and present Directors and the members of the Advisory Board of the Tung Wah and Kwong Wah Hospitals, to accept this souvenir as a small token of our deep appreciation of the inestimable services you have rendered to the Kwong Wah Hospital. For the long period of nine years—that is, ever since it was opened in 1910 the Hospital has had the benefit of your professional services, except for short periods when you were absent from the Colony. Though having a large practice of your own, you have contrived to give to the Hospital every day a great deal of your valuable time in order to attend to the poor patients for whom the Hospital was specially instituted. For these services you have received absolutely nothing except the everlasting gratitude of the entire Chinese community, especially of those whose sufferings you have alleviated. We, whose duties bring us into close contact with the Kwong Wah, know what heavy sacrifices you have made in the interests of the poor and with what success your work among them has been attended. We desire to avail ourselves of the occasion of your approaching departure from these shores on a long holiday to give expression, though in an inadequate degree, to our feeling of deep gratitude for your invaluable services to the Hospital. We wish you and Mrs. Forsyth a pleasant voyage, and sincerely hope that your holiday will soon restore you to perfect health. With these few remarks, I ask you to accept these small gifts. (Applause).

Dr. Forsyth, who was visibly moved, replied:—Mr. Ho Kwong and gentlemen, it is particularly difficult for me to make a suitable acknowledgment of such an excellent speech as that which has just been made by Mr. Ho Kwong, and for two reasons. Firstly, I am rather overcome by the occasion, as I have helped to build up this establishment and have taken a very deep interest in it from its very beginning. My good friend, Mr. Chan Kai-ming, the original director of this hospital, was Chairman of the Tung Wah Committee at the time this hospital was instituted. All the various subsequent directors have always treated me with the greatest consideration and helped me in my work as much as possible till recently—I will explain that in a moment or two, not in any sense in a spirit of criticism, but in a spirit of helpfulness for the hospital itself. Secondly, my voice will not allow me to make an adequate reply, and it is out of the question. Mr. Ho Kwong has said very nice things about the work I have done here, but I can assure you all that the work I may have done for the Chinese poor has not been entirely a work of pleasure. In my later years here I have had the great benefit of having a first-class House Surgeon, Dr. B. C. Wong, who has thrown himself into the work in a most hearty manner; so much so, that, although I have not got the record at my fingers' ends, I can assure you that an enormous number of patients are treated in this hospital during the course of the year. You cannot realise the different districts from which the patients come—by districts I mean distances. They come from Canton, from Cheung Chau, and even from places, the localities of which I do not know. The work could not possibly have been carried on in the manner it has been if I had not had such splendid support from Dr. Wong. Mr. Ho Kwong's remarks would make it appear that the success of the hospital was due to my efforts. My efforts, especially in later years, have been more in the nature of supervision rather than actual work, for the simple reason that it was not necessary for me to be present, because I could absolutely depend upon Dr. Wong's skill and rely upon his being here with the utmost regularity. The success of the hospital is due as much to him as to me. When I tell you that from 1,800 to 2,800 come

(Continued at foot of next column.)

PRESENTATION TO MR. F. A. COLEMAN.

AFTER TWENTY-SEVEN YEARS' SERVICE IN THE COLONY.

At the Harbour Office, yesterday, Mr. F. A. Coleman, Principal Light-House-keeper, Hongkong, was presented with a handsome silver bowl by the officers of the Harbour Department, on the occasion of his retirement, on pension, after twenty-seven years' service in the Colony.

Commander C. W. Beckwith, R.N., the Harbour Master, in making the presentation, said:—Mr. Coleman, I have very great pleasure to-day in presenting you with this rose-bowl as a token of esteem and respect from us, your brother-officers in the Harbour Department. The worst part of Hongkong is that one is always saying "good-bye" to one's friends, and as we get older we do not make friends as easily as when we were younger. Speaking personally, I shall miss you very much in this Department. We have worked together very pleasantly now for some 13 years, and that is a big slice out of one's working life. On behalf of the Harbour Department, I wish you and Mrs. Coleman all good health and happiness, and may you live long to draw your pension from this Colony. (Applause).

Mr. Coleman briefly returned thanks, saying that he would treasure the gift as a memento of the happy days he had spent in the Colony.

Mr. Coleman was also the recipient of an illuminated address from the Chinese staff at Green Island, and of a present from the officers in charge of the Green Island Gunpowder Depot.

During the war Mr. Coleman held a commission as a Lieutenant in the Royal Naval Volunteer Reserve, while his two sons, who volunteered for active service from Hongkong in the early part of the war, are in the Army, one being a captain in the R.F.A. and the other a private in the Liverpool Regiment.

Mr. and Mrs. Coleman are leaving for Home on the *China* on April 22nd.

THE HIGHER CIVIL SERVICE.

There has been much speculation as to how the Government would fill up the vacancies in the higher ranks of the Civil Service, so long overdue, when temporary assistance had been dismissed and when the senior members had gone into retirement. Ministers were pledged to reserve these appointments for ex-officers of the Army, Navy, and Air Force, and it is likely that nearly four hundred appointments in the Home, Indian, and Colonial Services will be filled by selection during the next two years. About a hundred ex-officers between the ages of twenty-one and twenty-eight will be selected for the Indian Civil Service in August next, and probably as many for the Home and Colonial Services. Forms of application may be obtained from the Civil Service Commission, and candidates must have served for at least a year in the Forces. If the example of the recent Foreign Office examination is followed, there will be a qualifying examination first, which will consist of an essay, an elementary arithmetic paper, and two papers of general knowledge. When the hopeless cases have been thus weeded out, the remainder will appear before a selection board for an interview, and on this their success will depend. The Board will have before them both the scholastic and military records of the candidates, and will be influenced by these, as well as by the appearance and general *savoir faire* of the candidates before them. For many years before the War the Authorities had been urged to combine an interview with the examination; for in so severe a competition as was that for the Higher Civil Service, the best men did not necessarily gain the top places, and an interview would have been a corrective to the inevitable chances of an examination. It will be interesting to see if the success of this temporary scheme will induce the Authorities to continue the plan.—*Ez.*

to the hospital in a month you will realise the enormous work that is being done. Night and day Dr. Wong is called out, and he has never had a single day's holiday all the time he has been here. The remark I wanted to make for the benefit of the hospital is this, and I trust Mr. Ho Kwong will take it in the spirit I offer it. I think, without doubt, that there ought to be a second House Surgeon, for the Western treatment. The hospital is getting a big name for midwifery, and it is absolutely impossible to expect one man to do duty for seven days and nights a week. I wish you would consider the advisability of getting a second house-surgeon. It would not cost much, and I am perfectly certain that it would be of absolute benefit to the Community to have another man. With regard to the presents you have given me, I hardly think I have deserved such a handsome return for my services. It is true that I have gained nothing but experience and the pleasure of giving my services to the poor. I certainly never expected to receive anything in the nature of the gifts you have just made to me. With these few remarks I desire to thank the Committee and Advisory Board of the Tung Wah and Kwong Wah Hospitals. (Applause).

Mr. Wong Tung Kai also spoke a few words of appreciation in Chinese. After cheers for Dr. Forsyth, the gathering sag for a group photograph, Dr. Forsyth being the central figure.

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THE BLOOD is the LIFE of the FLESH

Dr. Morse's Indian Root Pills—What they are and what they do. Their Four Principal Ingredients.

It is an established fact that all diseases spring from one source, namely: Impurity of the Blood. Therefore our strength, health, and life depend upon the vital fluid. When the various passages become clogged, and do not act in perfect harmony with the different functions of the body, the blood loses its action, becomes thick, corrupted, and diseased, thus causing pains, sickness, and distress of every name; our strength is exhausted; and if Nature is not assisted in throwing off the stagnant humours, the blood will become choked and cease to act, and thus our light of life will be extinguished. How important, then, that we should keep the various passages of the body free and open, and if assistance is necessary to have at hand that invaluable remedy, **DR. MORSE'S INDIAN ROOT PILLS**, manufactured from plants and roots which grow around the mountain cliffs in Nature's garden, for the health and recovery of diseased man.

One of the roots from which these Pills are made is a **SUDORIFIC**, which opens the pores of the skin, and assists Nature in throwing out the finer parts of the corruption within.

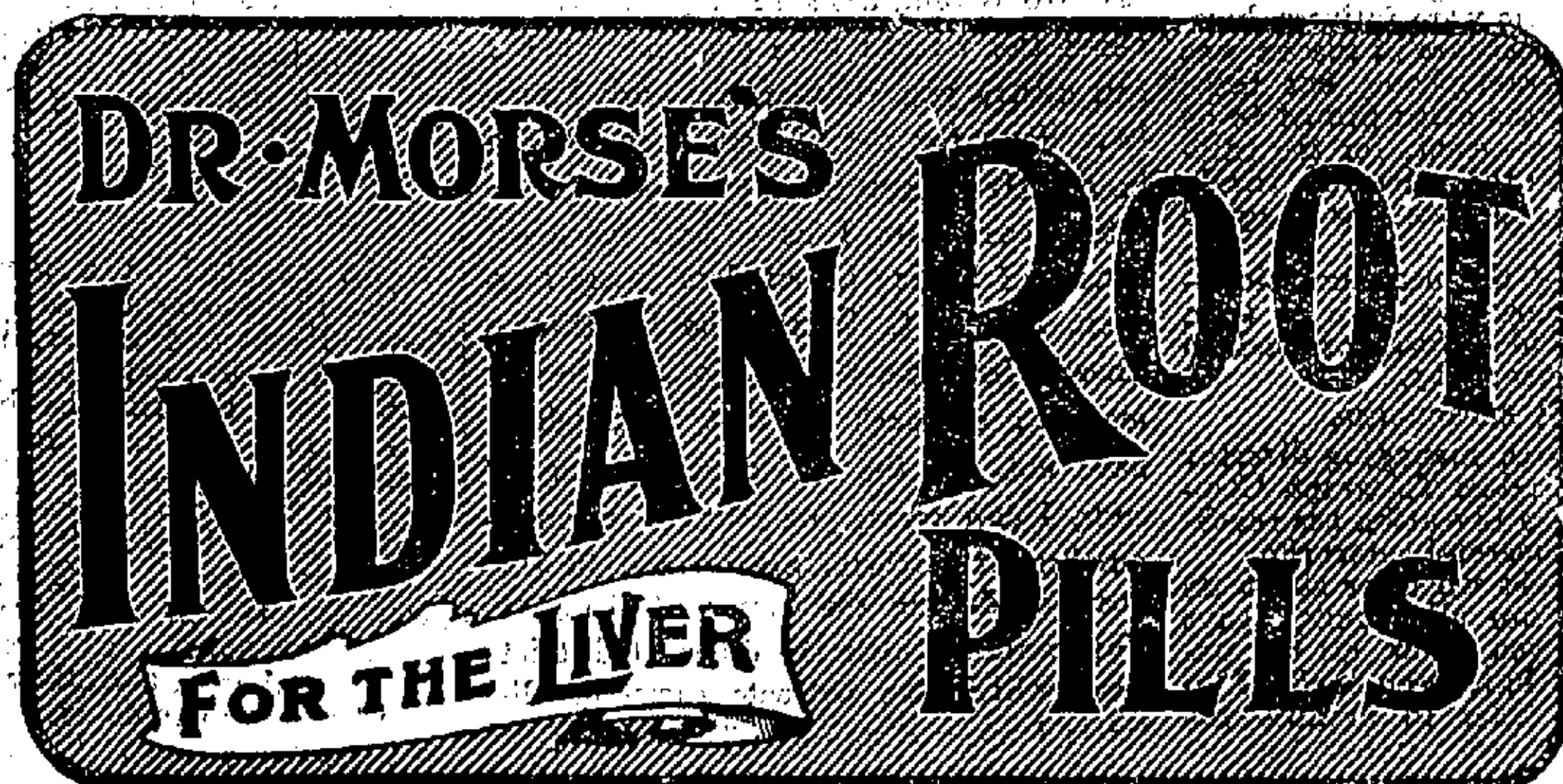
The second is a plant which is an **EXPECTORANT** that opens and unclogs the passage to the lungs, and thus in a soothing manner performs its duty by throwing off the phlegm and other humours from the lungs by copious spitting.

The third is a **DIURETIC**, which gives ease and double strength to the Kidneys; thus encouraged, they draw large amounts of impurity from the blood, which is thrown out bountifully by the urinary or water passages, and which could not have been discharged in any other way.

The fourth is a **CATHARTIC**, and accompanies the other properties of the Pills while engaged in purifying the blood, and the coarser particles of impurity which cannot pass by the other outlets are thus taken up and conveyed off in large quantities by the bowels.

From the foregoing it is shown that Dr. Morse's Indian Root Pills not only enter the stomach, but become united with the blood, for they find the way to every part, and completely root out and cleanse the system from all impurity, and the life of the body, which is the blood becomes perfectly healthy; consequently all sickness and pain are driven from the system, for they cannot remain when the body becomes pure and clean.

Dr. Morse's Indian Root Pills are an efficient, reliable, and safe remedy placed on the market at a price within the reach of all. The Pills being sugar-coated, are pleasant to take, and retain their full medicinal properties. They are packed in amber-coloured bottles—not in cheap wooden or pasteboard boxes—and are thus always fresh and clean, impervious to moisture, unaffected by climatic conditions, and do not deteriorate by keeping as all liquid medicines do.



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LOW FREIGHT HOAX. TRUTH ABOUT THE SHIPPING RING'S NEW RATES.

[BY SIR LEO CHIOZZA MONE, LATE PARLIAMENTARY SECRETARY TO THE MINISTRY OF SHIPPING.]

The Press of the United Kingdom, on January 27th, was led by an official announcement of the North Atlantic Shipping Conference (i.e., shipping ring) to announce to the people of the United Kingdom that they were about to enjoy lower freights.

Some of the newspapers, delighted at the news, not unreasonably, confused it to their readers under such headings as "Cheap Atlantic Freight," "Big Fall in Freight," "Lower Shipping Freight," "Effect of Reductions in Ocean Freight," and so forth.

Speculation became rife as to the effect of the alleged reduction. We were at once promised that food would become cheaper, and that many other blessings would ensue. Shipowners suddenly became public benefactors, rescuing the public from the clutches of a wicked Government department which had been profiting in freights and bungling so badly that shipping rates were much higher than they ought to be.

It all seemed so pat. No sooner were ships released from control by the Government than the patriotic shipowner out down the rates to enable the trade of the United Kingdom to expand and for the general benefit of all British consumers of food and other commodities.

It is not true, as a matter of fact, that freights are being lowered. It is the very reverse of the truth. The new Atlantic rates, trumpeted by the North Atlantic shipping ring, are more than twice as high as the rates charged by the Ministry of Shipping.

It is something more than remarkable, therefore, that the North Atlantic shipping ring should have put out to the Press an announcement which they must have known would have misled the public, and they must also have known, would be unjust and discreditable to the Ministry of Shipping. The announcement made by the ring is that their new freight rate for North Atlantic cargoes is to be 1 dol. (say 4s. 2d.) per 100lbs. This, if you please, is the great "reduction" which act everybody knew.

TRUTH AND FAIRNESS.
Let me give the actual facts of the case.

When the Ministry of Shipping requisitioned the liners early in 1917, soon after it was formed, we determined a rate of freight for North Atlantic cargoes which was estimated to cover costs and make no profit. That rate was 40s. per ton.

This rate, arranged to cover costs, proved to be insufficient because of the rapid rise in costs and because of the heavy deprecations. After carrying the cargoes for less than cost for some time, the Ministry of Shipping raised the rate again to cost level. The thing was worked out very carefully, with due regard to all the factors of the case, at 62s. 6d. per ton, or a little more than double the old rate.

As soon as the armistice was concluded the Government rate was reworked again on a cost basis, and lowered to 42s. 6d. per ton, or almost the same figure as in April, 1917.

It will be seen that these three figures work out per 100lbs. as follows:—

GOVERNMENT NORTH ATLANTIC FREIGHT RATES.	
Per 100lbs.	
1917	1s. 8d. (nearly)
January, 1918	3s. 8d.
December, 1918	1s. 11d.

The reader can form his own opinion as to the "reduction" in freights of the North Atlantic conference. It will be seen that their 4s. 2d. per 100lbs., alleged to be a cheap rate, is 3s. 3d. per 100lbs. higher than the existing rate, and higher even than the highest Government rate of January 1918.

This high figure, however, is represented to the public as a "fall in freights."

How, then, was misrepresentation possible? For a reason I will simply explain. In the war we reached this position—the Government, through the department of Food, Munitions, and War, made nearly all the nation's imports, whether of food or munitions or materials. Nearly all, but not quite all. As will be readily understood, it was convenient, when a liner at Port Black was loading, to let her bring home some private cargo if the priority cargo needed by the Government was not sufficient.

Otherwise, of course, the space would have been wasted. There were also some commodities, like cotton, which the State did not control, and these came in, therefore, as private cargoes. If on these private cargoes the Ministry of Shipping had merely charged the cost freights which it charged on Government stuff, then the British public would not have been benefited, for the middleman, and often the overseas middleman, would have put the margin into his pocket.

Therefore, on such private cargoes, the shipowners were allowed to charge more than the Government rate. But this, as I have explained, only affected a very small proportion of the total imports of the country. Nearly the whole, and, indeed, up to 80 per cent., was Government stuff, carried at bare cost by the Ministry of Shipping.

The existence of the very small amount of private cargo at high commercial freights, however, enables the shipowner now to represent his new rate as a "reduction" in freights whereas of course it is a big rise on the Government rate.

(State control of shipping and supplies).
A.—Nearly all (up to 80 per cent.) of the nation's food, munitions, and other supplies carried at cost price.
B.—A very small fraction (private cargoes) carried at high commercial rates.

THE PEACE POSITION.
(State control of shipping and supplies relaxing).
C.—A decreasing proportion of the nation's food and supplies State-controlled and carried at cost price.
D.—An increasing proportion of supplies as private cargoes, carried at high commercial rates, low as compared with B, but high as compared with A.

(Continued on face of next column.)

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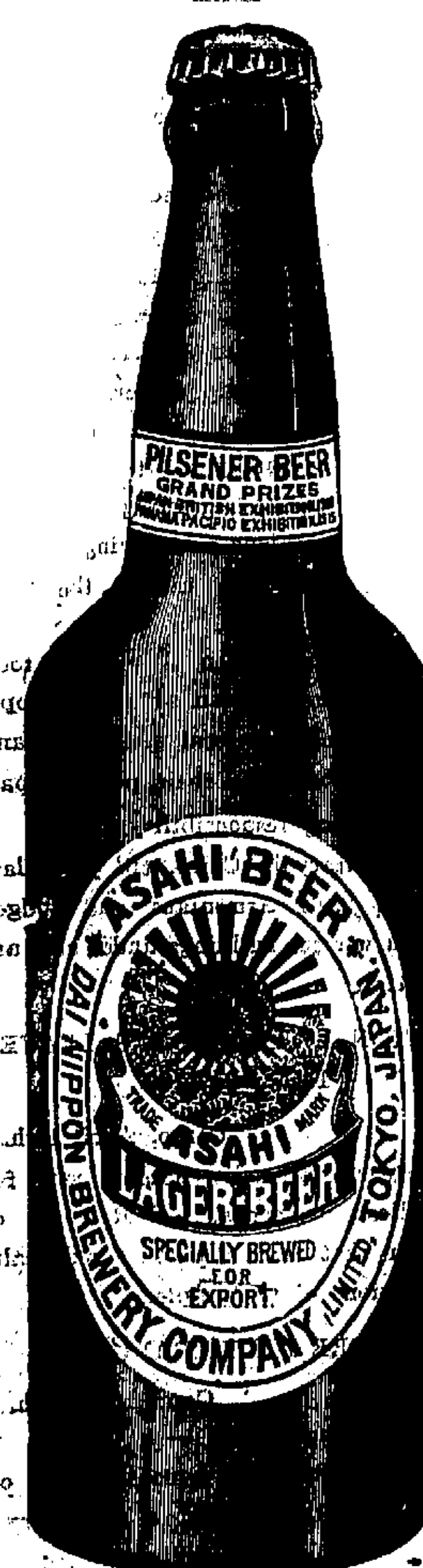
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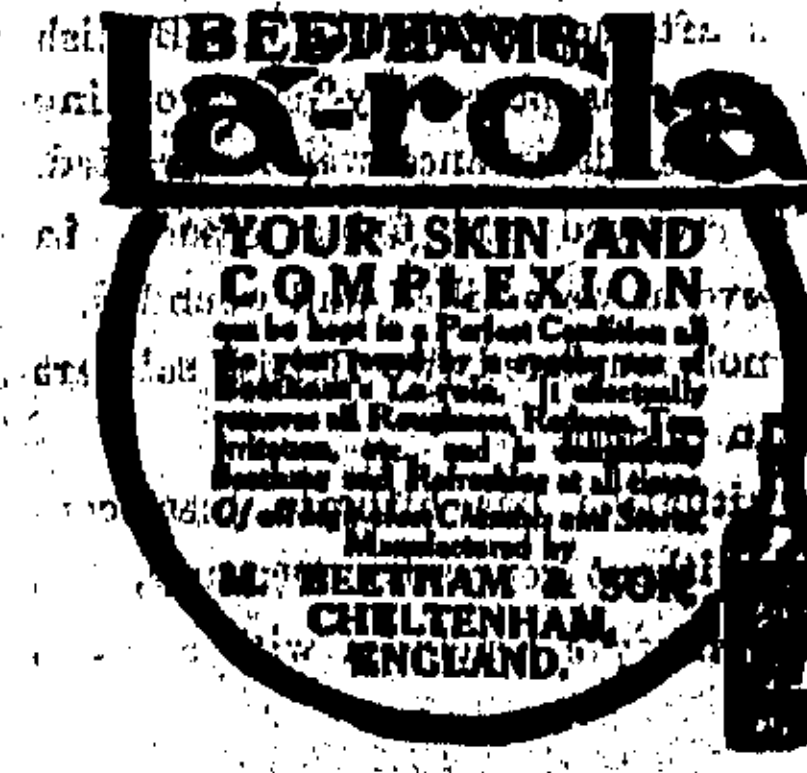
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Now that the severely trying days of war are over, men and women everywhere have the opportunity to give their hair the attention necessary to the proper care of their general health, not the least important phase of which is the care of the hair.

If you are worried about the condition of your hair, if it is weak, impoverished, falling out, or affected with scurf, dandruff, or over-greyness, do as in the case of a hair restorer.

From today onwards there are to be distributed one million "Harlene" Hair Health Outfits free of all cost. Each outfit contains a complete Outfit for the care of the hair.

Every man and woman can have this priceless wealth of beautiful hair. For it will only cost one minute a day to the price of the wonderfully successful "Harlene Hair Drill" today, too, you can prove the truth of this statement without fee or obligation.

SIMPLE METHOD SECURES HAIR-HEALTH.

The whole process takes no more than two minutes a day, and is enthusiastically praised by a host of "Harlene Hair Drill" devotees for the marvellously refreshing and rejuvenating feeling this every-morning toilet exercise gives before facing the day's work.

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You, as one of the Nation's workers, can secure one of these hair-health parcels at once by simply posting the coupon below, together with your name and address, and 6 annas in stamps, to cover cost of postage and packing of the parcel.

1. A trial bottle of "Harlene," the ideal liquid food and natural growth-promoting tonic for the hair.
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Is a little corrective medicine from time to time. Bodily ailments are the common lot of the majority of mankind. Fortunately, most of these ailments are not, in the early stages, serious and if taken in time are easily amenable to simple treatment. Among them are indigestion, constipation, and a general feeling of uneasiness. There is nothing wrong with the stomach the best course you can adopt is to take a dose of Beegham's Pills. In all probability relief will be experienced even after the dose of Beegham's Pills. In all probability relief will be experienced even after the dose of Beegham's Pills. In all probability relief will be experienced even after the dose of Beegham's Pills.

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The excellent results obtained by the use of BEEGHAM'S PILLS have proved them to be of the greatest value. They are perfectly suitable for the ailments a regular to be of all ages. They have been tried thousands of times and recommended themselves. Sold everywhere in packets, price 9d (30 pills) 1/1d (50 pills) & 2/0 (100 pills).

COMPULSORY ARBITRATION NO PANACEA FOR LABOUR UNREST

Would compulsory arbitration lead to a new era of industrial peace? The hope has not been realized in the case of Australia, according to the statements of the Hon. G. S. Beely, Minister for Labour and Industry for New South Wales, who recently arrived in England from Australia, and America, where he had been studying and inquiring into industrial problems on behalf of the New South Wales Government.

Mr. Beely believes that society can develop best on lines of individualism, rather than those of State Socialism, and that social progress depends more on education than artificial expedients.

Interviewed as to the effect of Australia's industrial arbitration laws, Mr. Beely said: "After many amendments of these laws covering nearly a quarter of a century, both employers and workmen to-day frankly admit that, as a means of securing industrial peace, compulsory enactments have failed. The strike is still, in defiance of law, the final weapon of both attack and defence of organised labour. If anything, the system has had exactly the opposite effect to what was originally anticipated. It has tended to keep employer and workman apart by substituting litigation for negotiation."

Although the laws, both in the Commonwealth and the various States, are still in operation, they are treated with good natured contempt by the strong unions, and it is generally conceded now that the compulsory laws must give way to councils of industry for different callings. These councils, subject to a national minimum wage arrived at by some representative industrial tribunal and to maximum hours of employment prescribed by law, will arrive at voluntary agreements on the detailed working conditions of the occupations within their purview. I am not suggesting that any wholesale repeal of Australia's industrial laws is contemplated only that those sections which penalise strikes and lock-outs have failed, and will soon disappear.

Now South Wales has recently repealed the law which made all strikes illegal. It substituted a provision that strikes of public servants were unlawful under any circumstances, and that other strikes would be legal if preceded by proper notice of the dispute given to the Ministry for Labour. The Minister for Labour was authorised to call conferences, take a ballot of the members of a union as to whether the strike should be called, and in various ways try and get the parties to arrive at a settlement before work actually ceased. The scheme of the Act was to ensure that the strike was the deliberate act of men acquainted with the issue involved, and not the result of sudden impulse, or of the activity of a minority. This measure has only been in force for about ten months, and whether it will be of any real value cannot yet be stated.

"All the machinery for conciliation, for fixing a maximum standard for industries, the control of juvenile labour, and other matters of direct industrial relationship will be maintained in some form. Very few employers of labour ever want to go back to the unregulated system."

Speaking of the results of twenty years' experiments in Australia, Mr. Beely said: "Out of it all we have in a crude way evolved the idea of the national minimum. We have accepted as a fixed social principle that in some way a line should be drawn below which no man should be asked or permitted to sell his labour. Except for this one achievement, Australia does not claim to have solved the problem which overshadows civilisation to-day."

MOTORING FOR THE MASSES.

HENRY FORD PRODUCING A \$250 CAR.

Henry Ford will leave the present Ford Motor Co. and bring out a \$250 car. This decision, he states, was brought about by the recent court decision compelling him to divide \$19,000,000 profits.

"I have decided on the new undertaking, and as matters stand I intend to go ahead with it," said Mr. Ford. "This idea developed from the recent court decision whereby I am obliged to distribute about \$19,000,000 accumulated profits. The public will not suffer from this because as a result they will get a better car, a cheaper car and one more fully up to date than before or than is now in existence. The present Ford car was designed 12 years ago."

"The decision that caused me to make this move is because of my principle to have plenty of cash with which to do business. Of the \$19,000,000 I have distributed to myself about \$12,000,000, but I cannot in justice to myself put that back in the business, because I have no way to oblige those who own the other portion to so employ it."

"My only recourse is to get out a new car which can be sold cheaply and which will be in all details up to date. We are already looking for water power sites. The car itself is well advanced. For I have been working on it while resting here in California. We shall have a plant on the coast and stations all over the country. We propose to dot the whole world with our factories because I believe that every family should have a car and this can be done."

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NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "YATSHING,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 23rd April, at Noon, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co. Ltd., General Managers. Hongkong, April 17th, 1919. [657]

NOTICE TO CONSIGNEES.

S.S. "ECUADOR" VOY 12-OUT.

FROM SAN FRANCISCO, JAPAN PORTS SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned ports, consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit, signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined, on April 22nd, 1919. All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after April 23rd, will be subject to rent. No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for counter-signature immediately. PACIFIC MAIL STEAMSHIP COMPANY, Alexander & Sons, Ltd. Hongkong, April 16th, 1919. [649]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "CHAKSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained. Goods not cleared by April 21st, at Noon will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co. Ltd., General Managers. Hongkong, April 14th, 1919. [640]

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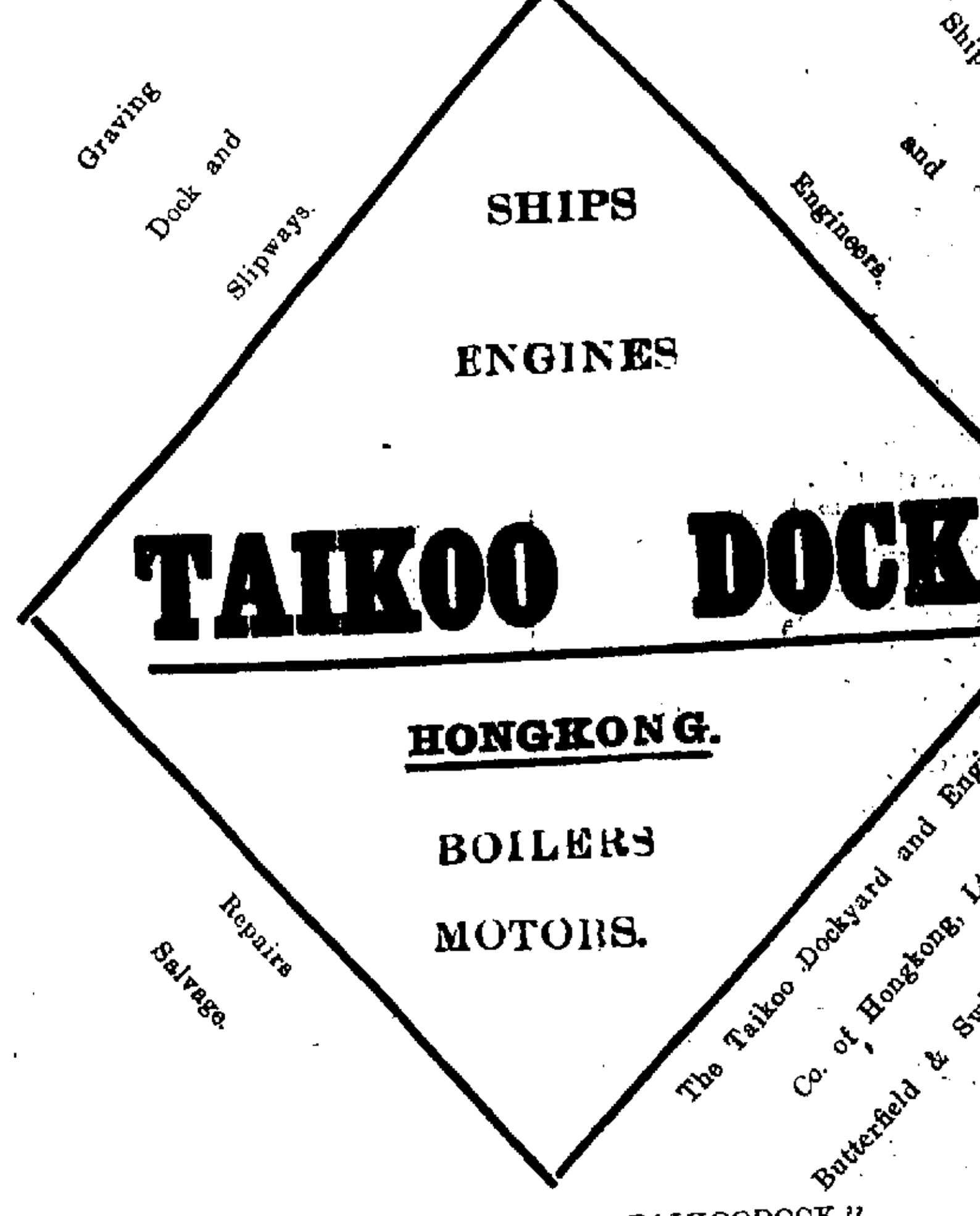
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INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "KWONGSANG"

having arrived from above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Goods not cleared by April 21st, at Noon will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co. Ltd., General Managers. Hongkong, April 14th, 1919. [642]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "NAMSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Goods not cleared by April 22nd, at Noon will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co. Ltd., General Managers. Hongkong, April 14th, 1919. [643]

SHIPPING NEWS

ARRIVALS.

April 16th.

Chuen On, Chinese str., 234 tons, Capt. J. G. Lee, from Hainan and Maou, with a general cargo. Luen On S.S. Co.
Daitoku Maru, Japanese str., 713 tons, Capt. Tanaka, from Canton, which port she left on April 14th. (Suzuki & Co.)
Nippon, Portuguese str., 175 tons, Capt. Costa, from Hainan, which port she left on April 14th, with a general cargo. Pui Fung & Co.

April 17th.

Kaiping, French str., 177 tons, Capt. J. Paunier, from Pakhoi, which port she left on April 12th, with a general cargo. (Suzuki & Co.)
Kamohara Maru, 5,350 tons, Capt. Enzu, from Melbourne via ports with a general cargo.
Kwai Sang, British str., 1,989 tons, Capt. Mitchell, from Muji, which port she left on April 11th, with a general cargo. Jardine, Matheson & Co.
Kwong, British str., 1,228 tons, Capt. McDonald, from Shanghai, which port she left on April 15th, with a general cargo. Butterfield & Swire.

CLEARANCES

April 17th.

Candishore, for London
Chuen On, for Hainan
Kwong, for Canton
Kwong, for Manila
Missin Maru, for Keelung
Nam Kam, for Canton
Nippon, for Saigon
Nippon, for Shanghai
Yung Maru, for Kobe
Yung Maru, for Vladivostok
Wing Hoi Lee, for Kwong Chow Wan.

PASSENGERS

ARRIVALS.

Per s.s. Kamohara Maru, from Melbourne, on April 17th: Messrs. J. L. Dwyer, W. L. Earle, B. James, N. Kaldewy, E. Taylor, H. L. Wilkinson, S. Hore, Mr. and Mrs. H. S. Hart, and Mrs. M. M. Timbrell.

STEAMER MOVEMENTS

Telegraphic advice received from Shanghai states that the s.s. Yung Maru will probably be despatched from that port at 9 a.m., on Saturday, April 19th, and will be due here on Monday, April 21st.

UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams: a telegram to the Eastern Extension, Australia, a telegram to the Chinese Telegraph Company's office at Hong Kong.

ADDRESS FROM
M. Nicol Palace Hotel Perth, Western Australia
O. S. O. Rick (t)... Oakland California
T. N. Sak, Kamohara Maru Takao
Taylor, Hongkong Hotel, Manila
Yaguz, Hongkong Hotel 1... Serresapins
Word R. Y. S. New York

CHURCH SERVICES.

St. John's Cathedral, Hongkong. Holy Week 1919, A.D. Good Friday, 18th April. Matins and Ante Communion Service at 11 a.m. Preacher, The Bishop. Litany 12 Noon. Meditation on the Passion 2 to 3 p.m. Evening 6.30 p.m. with Address, The Crucifixion 9.15 p.m.

St. Andrew's Church, Kowloon. Easter Sunday, 20th April, 1919. Opening Voluntary. Morning Prayer at 11 a.m. Responses, Ferial, "Christ our Passover" Humphreys; Psalm, Special, 2 Cooke, 57 Bimbaum, 111 Humphreys; Te Deum, St. Jude; Jubilate, Turner (11th morning); Kyrie, Mendelssohn; Hymns, 211 (Tune 210), 207, 212, 459, 213. Opening Voluntary. Evening Prayer at 6 p.m. Responses, Ferial; Psalm, Special, 113 Beethoven, 116 Tosti; Perpetual, 118 Walmley; Magnificat, Bimbaum (W. and 329); Nunc Dimittis, Mook; Kyrie, Mendelssohn; Hymns, 211 (Tune 210), 216, 208 (A. and M. 46), 23, 203. Vesper Hymn.

St. Peter's Church. During Repairs, 8 a.m. Holy Communion at St. Stephen's Church, 11 a.m. Morning Prayer and Sermon at the Diocesan Boys' School.

Union Church, Kennedy Road, Services on Good Friday, 18th April, at 11 a.m. Hymns, "Praise to the Holiest," "There is a Green Hill," "O Vexa Rex," "When I survey the Wondrous Cross." Preacher, Rev. J. Kirk Macdonald.

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MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

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WEATHER REPORT.

April 17th, at 11.33.—No returns from Japan and Vladivostok. Pressure has increased moderately at Wailawel and slightly over Indo-China; it has increased slightly elsewhere. A weak anti-cyclone is indicated over N. China.

Hongkong rainfall, for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 5.18 inches, against an average of 8.79 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast.
Hongkong to Gap Rock (E. winds, moderate; cloudy; fog, mist or drizzling rain.)
Formosa Channel (N.E. winds, moderate to fresh.)

South Coast of China between The same as Hongkong and Lamook (No. 1.)
South Coast of China between The same as Hongkong and Hainan (No. 1.)

JJ & S

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PURE POT STILL WHISKY
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MARSEILLES AND LONDON
VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"NELLORE"	27th April	2nd June	10th June

FOR
BOMBAY VIA STRAITS & COLOMBO.

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[1]

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"EMPERESS OF RUSSIA"	8th May	28th May
"EMPERESS OF ASIA"	29th May	18th June
"EMPERESS OF RUSSIA"	20th June	14th July
"EMPERESS OF JAPAN"	9th July	30th July
"EMPERESS OF ASIA"	24th July	11th August
"MONTEAGLE"	2nd August	26th August
"EMPERESS OF RUSSIA"	21st August	8th September
"EMPERESS OF ASIA"	18th September	6th October

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JAVA, CHINA AND JAPAN.

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TJIPANAS	JAVA	24th Apr	24th Apr	JAVA
TJILIWONG	JAVA	24th Apr	24th Apr	JAPAN
TJIKINI	JAVA	1st May	1st May	JAPAN

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

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Telephone No. 1574.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO
Kobe	"YAMASHITA"	Sun, 20th Apr. D'light
Shanghai	"KAWABANG"	Tues, 22nd Apr. D'light
Calcutta	"CHOYANG"	Wed, 23rd Apr. 2 p.m.
Shanghai	"CHOYANG"	Thurs, 24th Apr. D'light
Tientsin	"CHOYANG"	Thurs, 24th Apr. D'light
Manila	"YUNSHANG"	Fri, 25th Apr. 2 p.m.
Kobe	"CHOYANG"	Sat, 26th Apr. D'light
Calcutta	"CHOYANG"	Sat, 26th Apr. D'light

MANILA LINE.—This Line is now being reorganized and will shortly afford frequent and regular sailings to Calcutta via Singapore and Penang.

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42

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL

SHANGHAI & "SINGTAO" ... "KWANGSH" ... On 20th Apr. D'light.
SWATOW and BANGKOK ... "OHANGCHOW" ... On 21st Apr. 10 a.m.
SHANGHAI ... "SINKIANG" ... On 22nd Apr. Noon.
SHANGHAI ... "SUIYANG" ... On 24th Apr. Noon.
WHARF, CHEFOO & TIENTSIN ... "KUEICHOW" ... On 25th Apr. Noon.

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AND RETURN.

(Occupying 9 to 10 Days).

"MAITAN" ... (Capt. A. H. Stewart) ... (SUNDAY, 20th Apr. at 10 a.m.)

Arrivals and Departures from the Company's Wharf (near Elsie Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.

3

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" AND "COLOMBIA,"
14,000 tons each.

HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.
THE SUNSHINE BELT.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG at Noon.

S.S. "ECUADOR"	...	Apr. 23rd, 1919.
S.S. "COLOMBIA"	...	May 1st, 1919.
S.S. "VENEZUELA"	...	June 18th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, Ltd.

For further information rates, literature, schedules, etc., apply to

Telephone 141

COMPANY'S OFFICE in Alexander Building, Chater Road.

P. & O. - BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	"Leave Hongkong about 1919"	Due at MARSEILLES about	Due at LONDON about
NELLORE ...	27th April.	2nd June.	10th June.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due BOMBAY about

SAILINGS ALSO TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about

Tickets Interchangeable.
P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For further information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central, HONGKONG.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	YOKOHAMA MARU 12,349 tons	21st Apr. at 11 a.m.
NAGASAKI, KOBE & YOKOHAMA	KAMUKARA MARU 12,410 tons	18th Apr. at 11 a.m.
SHANGHAI, and KOBE	IYOIMARU ... 12,330 tons	18th Apr. at Noon.
LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	ATSTUA MARU 15,880 tons	3rd May at 11 a.m.
MELBOURNE VIA MANILA, ZAMBOANGA, THURSTONVILLE, DUNEDIN & SYDNEY	NIKKO MARU ... 2,800 tons	23rd Apr. at 11 a.m.
NEW YORK VIA SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO and PANAMA CANAL	TOYO MARU ...	Fri. 25th April.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	SHIMBU MARU ...	Sun. 27th Apr. at 11 a.m.
CALCUTTA VIA SINGAPORE, PENANG and BANGKOK	RANGOON MARU ...	End on April.

† Omitting Shanghai and/or Moji. † Wireless telegraphy.

HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & YOKOHAMA.
Operated by the magnificent and splendidly equipped passenger steamers
"FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU"
and "KATORI MARU," each of over 20,000 tons displacement.

Next SAILINGS FROM HONGKONG.

1st SUWA MARU ... Mon. 25th May, at 11 a.m.
† Omitting Manila and/or Moji.

For further information apply to

NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

Telephone 205, and 203

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons	Leave Hongkong
KOREA MARU ...	20,000	27th April, From YAMAHA.
NIPPON MARU ...	11,000	29th April, From YAMAHA.
SIBERIA MARU ...	20,000	28th May, From YAMAHA.
TENYO MARU ...	22,000	5th May.
SHINTO MARU ...	22,000	21st May.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, OALLAO, ARICA and IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamer	Tons	Leave Hongkong
SEIYO MARU ...	14,000	May 2nd.
KIYO MARU ...	17,300	July 12th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, Ltd. and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER,
King's Building.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"NERA" ... 10,000 tons	On or about ...
	"SPHINX" ... 20,000 tons	do. 20th May.

MARSEILLES VIA HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT SAID ...
"PAUL LECAT" 20,000 ... On or about 12th May.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURTET,
Acting Agent,
Queen's Building.

TELEPHONE 740.

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O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.

"CHIFUKU MARU" ... Sunday, 27th April.

"AMUR MARU" ... Tuesday, 20th May.

"AMUR MARU" call Marseilles.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

"INAHU MARU" ... Monday, 5th May.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN and CAPE TOWN via SINGAPORE.

"HAWAII MARU" ... Saturday, 16th June.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"INAHU MARU" ... Monday, 5th May.

"KASADO MARU" ... Tuesday, 6th May.

SAIGON BANGKOK, SINGAPORE—Regular Monthly service.

"SHISEN MARU" ... Wednesday, 8th May.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"GANGES MARU" ... Sunday, 25th May.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"CHICAGO MARU" ... Saturday, 19th April, 1 p.m.

"AFRICA MARU" ... Thursday, 22nd May.

HAIPHONG—Three times a month service.

"DAITOKU MARU" ... Tuesday, 22nd April.

JAPAN PORTS—Kobe, Yokohama.

"BURMA MARU" ... Monday, 28th April.

"NANKING MARU" ... Saturday, 3rd May.

KEELUNG, TAKAO VIA SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.

For TAKAO VIA SWATOW AND AMOY.

"BOSHU MARU" ... Thursday, 24th April, at 9 a.m.

For KEELUNG VIA SWATOW AND AMOY.

"KAIYO MARU" ... Sunday, 20th April, at 10 a.m.

For sailing dates and further particulars please apply to—

HE. YAMASAKI,
Manager,
No. 1, Queen's Building.

Tel. No. 744 and 745.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons, American Registry).

"CHINA" (10,800 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" June 18th, 1919.

"CHINA" April 22nd, 1919.

[An unsurpassed high-class passenger service.]

O. H. RITTER, Freight and Passenger Agent,
Ice House Street.
Tel. 1543

Princes' Buildings

POST OFFICE NOTICE.

EASTER HOLIDAYS.

The General Post Office will be open on the 18th and 19th inst., from 8 a.m. to noon and on the 21st inst. from 8 a.m. to 9 a.m. only.

There will be one delivery of ordinary correspondence and one collection from the Pillar Boxes on each of these days, also a special delivery of Registered correspondence at 9 a.m.

The District Post Offices will be open from 8 a.m. to 9 a.m. and from 5 p.m. to 6 p.m. each day with the exception of Kowloon Office which will be open from 8 a.m. to 9 a.m. only.

There will be one delivery from District Offices each day at noon.

The Money Order Office will be entirely closed during the Holidays.

Parcels of sugar, as gifts, up to 11 lbs. in gross weight each, may now be sent by post to the United Kingdom.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers, etc. for their use handed in at the G. P. O. will be packed and forwarded to them free.

REGISTERED and PARCEL MAILS close 15 minutes earlier than the time given below unless otherwise stated.

INWARD MAILS.

FROM	PER	DUE
U.S.A.	Tenyo Maru	22nd April

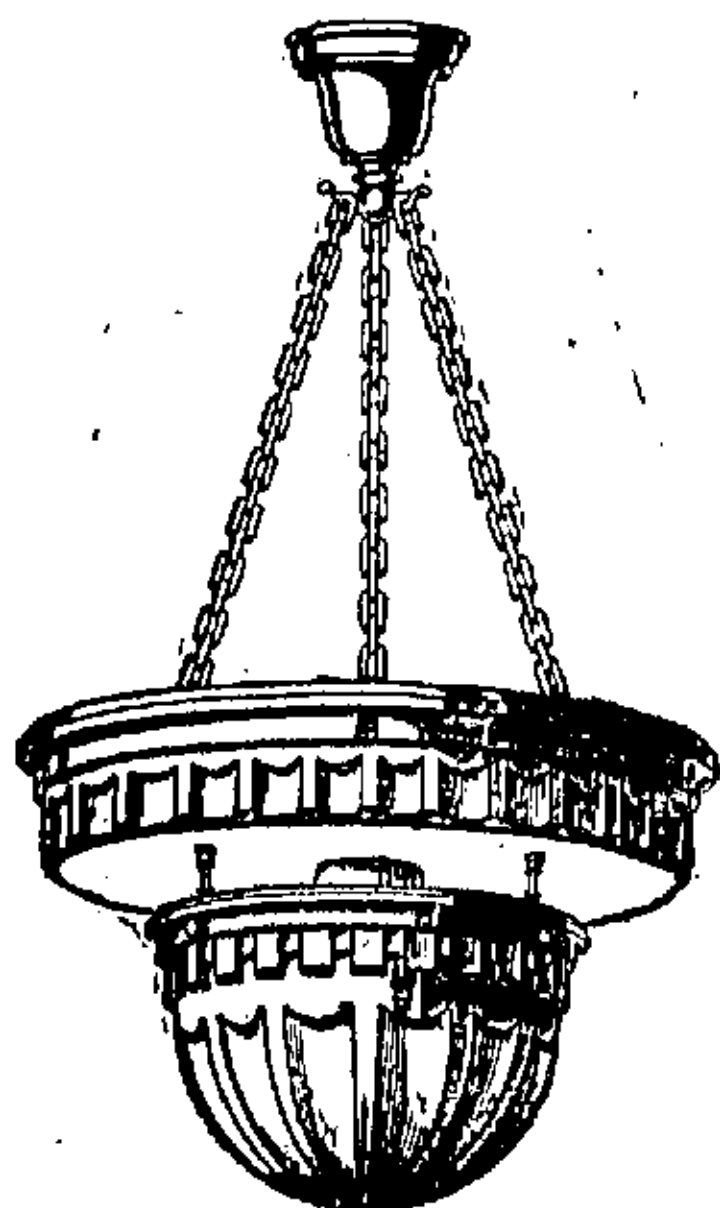
OUTWARD MAILS.

FOR	PER	DATE
Swatow and Straits	Changchun	Friday, 18th, 9.00 A.M.
Japan via Nagasaki	Kanabiki Maru	Friday, 18th, 10.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and Europe via Suez	Iyo Maru	Friday, 18th, 9.45 A.M.
Philippine Is., Sandakan, Timor, Australia, and New Zealand via Port Darwin	Chongsha	Friday, 18th, 11.15 A.M.
Amoy	Glenfallach	Friday, 18th, Noon
Port Bayard	Wing Hoi Lo	Friday, 18th, Noon
Java, and Port Moresby via Batavia	Evergreen	Saturday, 19th, Noon
Shanghai and North China	Avonage	Saturday, 19th, Noon
Philippine Islands, Japan via Moji, Canada, United States, Central and South America, and Europe via Suez	Chicago Maru	Saturday, 19th, 11.45 A.M.
Swatow, Amoy and Kowloon	Kao Kiu Maru	Sunday, 20th, 9.00 A.M.
Swatow, Amoy and Fuchow	Haitan	Sunday, 20th, 9.00 A.M.
Shanghai and North China	Mentor	Monday, 21st, 9.00 A.M.
Philippine Islands	Jassano	Monday, 21st, 9.00 A.M.
Shanghai, and North China	Chongsha	Monday, 21st, 9.00 A.M.
Swatow, and "Bangkok"	Luchow	Monday, 21st, 9.00 A.M.
Shanghai, N. China, and Japan via Kobe	Yokohama Maru	Monday, 21st, 9.00 A.M.
Shanghai and North China	Sinkiang	Tuesday, 22nd, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, CANADA, UNITED STATES, CENTRAL AND SOUTH AMERICA, and EUROPE via SAN FRANCISCO	China	Tuesday, 22nd, 9.45 A.M.
Straits, Bangkok, and India via Calcutta	Kienyang	Tuesday, 22nd, 2.00 P.M.
Egypt and Europe via Suez	Laomedon	Tuesday, 22nd, 1.45 P.M.
The Parcel Mail will be closed on Tuesday, 2nd April, at Noon.		
Straits, Bangkok, Egypt & Europe via Suez	Tetanon	Tuesday, 22nd, 5.00 P.M.
Philippine Islands, Australia and New Zealand via Thursday Island	Nikko Maru	Wednesday, 23rd, 9.45 A.M.
Shanghai and North China	Choisy	Wednesday, 23rd, 9.00 P.M.
Swatow, Amoy and Formosa via Takao	Sosha Maru	Thursday, 24th, 9.00 A.M.
Shanghai and North China	Suzung	Thursday, 24th, 11.00 A.M.
Java, and Port Moresby via Batavia	Tripang	Thursday, 24th, 3.00 P.M.
Wahaiwei, Chefoo and Hainan	Kueichow	Friday, 25th, 10.00 A.M.
Japan via Kobe, Canada, United States, Central and South America and Europe via Canada	Tyndarus	Friday, 25th, 9.45 A.M.
Philippine Islands	Yuenwang	Friday, 25th, 2.00 P.M.
Shanghai and North China	Chonan	Saturday, 26th, 5.00 P.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, CANADA, UNITED STATES, CENTRAL AND SOUTH AMERICA and EUROPE via CANADA	Nawa Maru	Monday, 26th, 9.45 A.M.

ELECTRICAL FITTINGS

For the latest types of Lamps and Fans.
Visit our Electrical Show Room at 14, Des Vaux Road.

One centre ceiling
light replaces four
or five ordinary
bulbs and gives
a more diffused
light with the
"BRASCOLITE"
FITTING.



Prepare for the
warm weather and
send your fans in
to be cleaned and
plated.
A new stock of
the latest models
due to arrive.

WILLIAM C. JACK & CO., LTD.

COMMERCIAL.

OPENING QUOTATIONS.

ON LONDON—April 17th.	
Telegraphic Transfer	3/33
Bank Bills, on demand	3/34
Bank Bills, at 30 days' sight	3/44
Bank Bills, at 4 months' sight	3/44
Credit, at 4 months' sight	3/5
Documentary Bills, 4 months' sight	3/54
ON PARIS—	
Bank Bills, on demand	46 1/2
Credit, at 4 months' sight	48 1/2
ON NEW YORK—	
Bank Bills, on demand	77 1/2
Credit, at 60 days' sight	79 1/2
ON BOMBAY—	
Telegraphic Transfer	nom
Bank Bills, on demand	nom
ON CALCUTTA—	
Telegraphic Transfer	nom
Bank Bills, on demand	nom
ON SHANGHAI—	
Bank Bills, at sight	nom
Private, 30 days' sight	nom
ON YOKOHAMA—On demand	151
ON MANILA—On demand—Pescos	109 1/2
ON SINGAPORE—On demand	141 1/2
ON BATAVIA—On demand	190 1/2
ON HAIPHONG—On demand	nom
ON SAIGON—On demand	nom
ON BANGKOK—On demand	46 1/2
SOVEREIGNS, Bank's Buying Rate	\$ 5.36 n.
GOLD LEAF, 100 fine, per tesl	\$41.40
BAR SILVER, per oz. 3 d April	nom

FORTHCOMING EVENTS.

TO-DAY.
Good Friday—Public Holiday.
TO-NIGHT.
9.15 p.m.—Victoria Theatre.
9.15 p.m.—Coronet Theatre.
TO-MORROW.
9.15 p.m.—Chernavsky at the Theatre Royal.
Monday, April 21st.
Easter Monday.
Friday, April 25th.—
Noon—Union Insurance Society of Canton Ltd., Extraordinary General Meeting.
12.30 p.m.—British Traders Insurance Co., Ltd., Extraordinary General Meeting.
Saturday, April 26th.
Noon—Hongkong Jockey Club, Half-Yearly Meeting.
9.15 p.m.—The Howitt Phillips Co., at the Theatre Royal.—"The Man from Toronto."

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABBS, Chief Manager. Hongkong, November 2nd 1914.

THE HO HONG BANK, LIMITED (Incorporated in the Straits Settlements).

CAPITAL. Registered ... \$8,000,000.00. Subscribed ... \$8,000,000.00. Paid up ... \$3,000,000.00. Reserve ... \$3,000,000.00. HEAD OFFICE: Singapore, Raffles Chambers 5 and 6. BRANCHES AND AGENCIES: Amoy, Batavia, Baku, Penang, Hongkong, Shanghai, Malacca, etc. BOARD OF DIRECTORS: LIM PENG SIANG, Esq. (Chairman), Hon. Dr. Lim Boon Keng, Teo Soon Lan, Esq., Lim Peng Mau, Esq., Ng Ah Si, Esq., Lee Choon Guan, Esq., Lim Chwee Chuan, Esq., Chee Swoe Ching, Esq., Tan Swoe Hoe, Esq., Chan Kang Sui, Esq., Khoo Beng Cheang, Esq., Tan Cheng Lok, Esq. Managing Director: LIM PENG MAU, Esq. General Manager: SEOW POH LENG, Esq. The Bank buys and receives for collection documentary and other bills, issues Drafts, and Telegraphic Transfers and Letters of Credit on the above places. HO THONG COMPANY, Hongkong Agency. KO LEONG HOE, Manager. 20, Wing Lok St. T. 1983. Hongkong, March 29th, 1919. [54]

THE BANK OF TAIWAN, LIMITED (TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899. Capital Subscribed ... Yen 20,000,000. Capital (Paid-up) ... Yen 27,500,000. Reserve Funds ... Yen 6,890,000. HEAD OFFICE: TAIPEH, FORMOSA. BRANCHES: JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji. FORMOSA—Gilan, Kapi, Karento, Keelung, Pinau, Shinhiku, Makung, Talohu, Tainan, Takow, Tamsui, Toiyen, Aka. CHINA—Shanghai, Hankow, Kiukiang, Amoy, Fuchow, Swatow, Canton. OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York. LONDON BANKERS: CAPITAL AND COUNTRIES BANK, LONDON AND SOUTH-WESTERN BANK, PARIS'S BANK. The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Chosen, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch, Indies, Australia, America, Africa, &c. Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application. NAOIKIHI YANAGITA, Manager. Hongkong Branch, 2, Des Vaux Road. Hongkong, April 1st, 1919. [52]

BANQUE INDUSTRIELLE DE CHINE (FRENCH BANK).

SUBSCRIBED CAPITAL ... F. 70,000,000. PAID UP ... F. 37,500,000. (1/3 of the Capital, i.e., F. 23,000,000 subscribed by the Government of the Chinese Republic.) Chairman of the Board of Directors: André Berthelot. General Manager: A. J. Pernotte. HEAD OFFICE: 74, Rue Saint-Lazare, PARIS. BRANCHES: Peking, Salgon, Haiphong, Yunnanfu, Vladivostok, Fochow. BANKERS: In FRANCE: Société Générale pour favoriser le développement du Commerce et de l'Industrie en France. In LONDON: London County Westminster & Parr's Bank, Ltd. In NEW YORK: Redmond & Co. Correspondents in the Chief Commercial Centres of the World. Telegraphic Address: OHIBANKIND. Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application. Every description of Banking and Exchange business transacted. Special facilities for French exchange. M. ROUET DE JOURNEL, Manager. Hongkong, April 1st, 1919. [53]

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London. Authorized Capital ... £1,500,000. Subscribed ... 1,500,000. Paid-up ... 1,500,000. Reserve Fund & Rest ... 785,700. BANKERS: THE BANK OF ENGLAND. THE LONDON JOINT-CITY & MIDLAND BANK, LTD. Branches: Bombay, Calcutta, Hongkong, Kanton, Penang, Rangoon, Singapore, Swatow, Tientsin, Yokohama. Every description of Banking and Exchange business transacted. INTEREST allowed on Current Accounts at 3 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application. C. L. SARDES, Acting Manager. No. 7, Queen's Road Central, Hongkong, April 11th, 1919. [54]

THE BANK OF CHINA GOVERNMENT BANK.

(SPECIALLY AUTHORIZED BY PRESIDENTIAL MANDATE OF 22ND NOVEMBER, 1917.) Authorized Capital ... \$80,000,000. Paid-up Capital ... \$12,278,800. Reserve Funds ... \$3,197,400. HEAD OFFICE—PEKING. BRANCHES AND SUB-BRANCHES: (PEKING) Haining, Tungchow, (NORTH) Miyun, Chohoh, Pashien, Niuanshan, Hsuanhua, (CHINA) Tientsin, Pootifu, Lutai, Tainhaishien, Sangfang, Shuntchufu, Tangshan, Taming, Chohushien, Weinsien, (MANCHURIA) Changchun, Moukden, Kirin, Taitaihar, Newchang, Liaoyuanchow, Heho, Hsianingfu, Taoyuanfu, Harbin, Dalny, Antung, Tieling, Chinghsien, Sifeng, Hulan, Suifu, Hailunfu, Ninguta, Kungchun, Liangyang, Fuyu, Yenchu, Kairing, (HUPPE) Hankow, Shashi, Ichang, (HURAI) Changsha, (KIASO) Shashi, Nanking, Soochow, Yangchow, Chinkiang, Wushu, Hsuehchow, Tungchow, (SOUTH) Tientsin, (SHANTUNG) Tsinan, Taingtao, Chefoo, Tenghsien, Lintsinhsien, (SHANAI) Taiyuanfu, Yankien, Shihansien, Tsingtu, (HONAN) Kaifung, Chowkinkow, Hsien, (KWANGTUNG) Hongkong, Canton, Swatow, Kiangchow, (FUJIAN) Fochow, Amoy, Hankow, Chuanchow, Changchow, (CHILIAO) Hanchow, Shaoching, Hsuehchow, Kiating, Wenchow, Ningpo, Lanchi, Yuyao, Haimen, (KIASO) Nanchang, Kiukiang, Kanchow, Chintchen, Chian, (ANWEI) Wuhu, Ankiang, Pangow, Luchow, Taitung, Tungki, Luan, (SZCHUEN) Kweihsien, Kweihsien, (SUICHUAN) Kweihsien, Pootowchen, (TAIPEH) Kalgan, Fengchen, (USSA) Urga, Hakiatao. HONGKONG BRANCH. Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted. Loans granted on approved securities. Special facilities for Home Exchange. TSUYEE PEI, Manager. Hongkong, February 24th, 1919. [37]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON. Paid-up Capital ... £1,500,000. Reserve Fund ... £25,100,000. Reserve Liability of Proprietors £1,500,000. FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application. J. L. CROCKATT, Manager. Hongkong, April 8th, 1919. [54]

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000. Reserve Funds: Sterling \$1,000,000, at 2/- = \$15,000,000. Silver ... \$21,000,000. Reserve Liability of Proprietors \$15,000,000. Court of Directors: J. A. PLUMMER, Esq.—Chairman. E. V. D. PARK, Esq.—Deputy Chairman. A. H. COMPTON, Esq. Hon. Mr. P. H. HOLYMAN. Hon. Mr. S. H. DODD. Hon. Mr. D. LANDALE. C. S. GUBBEY, Esq. W. L. PATTERSON, Esq. Chief Manager: Hongkong—N. J. STABBS, Esq. Manager: Shanghai—A. G. STEPHEN, Esq. LONDON BANKERS: LONDON COUNTY AND WESTMINSTER & PARR'S BANK, LIMITED. HONGKONG INTEREST ALLOWED. On Current Account at the rate of Two per cent. per annum on the Daily Balance. On Fixed Deposits. For 3 months, 2 1/2 per cent. per annum. " 6 " 3 " " " " 12 " 4 " " " " N. J. STABBS, Chief Manager. Hongkong, March 13th, 1919.

BANQUE DE L'INDO-CHINE (FRENCH BANK).

Head Office: 15bis Rue La Fayette, Paris. Capital ... Frs. 40,000,000. Reserves ... " 50,000,000. BRANCHES AND AGENCIES: Bangkok, Battambang, Mongtze, Canton, Nanning, Pootifu, Tientsin, Yunnanfu, Vladivostok, etc. BANKERS: IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale. IN LONDON: The National Provincial & Union Bank of England Ltd; Comptoir National d'Escompte de Paris; Crédit Lyonnais. IN NEW YORK: J. F. Morgan & Co. Interest allowed on Current Accounts and Fixed Deposits according to arrangement. Every description of Banking and Exchange business transacted. A. SIRE, Acting Manager. Hongkong, October 21st, 1918. [56]

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